

# Manufacturers Record

## Exponent of America



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Baltimore, Md.,  
FEBRUARY 27, 1919

### GERMANY AS VIEWED BY AMERICAN EDITORS

There is no class of men in America whose judgment carries greater weight with intelligent people than the highly trained specialists who edit the great technical papers of this country. These men are known far and wide for their sound judgment, their conservative statement of all technical questions discussed, and for their leadership in all that makes for the best in American life. Because of these facts the symposium from them in this issue of the Manufacturers Record, giving their views as to Germany's criminality and the necessity for the adequate punishment of Germany, based on their personal investigations in France and Belgium, should command the attention of the whole country.

We cannot possibly devote this space to better purpose than to emphasize these letters and to urge every reader to study with the utmost care these statements of men of the highest character, after most thorough, painstaking, scientific investigation, in which they have given expression to their amazement and horror of Germany's atrocities as seen for themselves in France and Belgium.

These men voice the deepest conviction of every honest-hearted man in the world that the future of civilization demands the fullest reparation, restitution and punishment if the moral fiber of the world is to be maintained. Any man who does not hold that view has some moral flabbiness which prevents his being an honest-hearted man.

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## COWARDS ALL.

THE MANUFACTURERS RECORD is constantly in receipt of anonymous letters; some of them from cowards who are too cowardly to sign their names, and some of them from men whose intentions are perfectly good, but who do not seem to understand that a newspaper cannot give any attention to anonymous communications.

One of the anonymous letters from one of the cowards received within the last few days encloses a clipping from a paper published in Japan urging friendship for the Germans, and the coward who sent the article, afraid to sign his name, wrote across the clipping the following:

"Mr. Richard H. Edmonds—To you, an ignorant, ferocious pagan, I commend the Christian spirit of this Japanese article.  
"READER."

"Reader" is of course a cowardly German or he would have had the courage to sign his name. But the whole German nation has proven itself a nation of cringing cowards, as well as a nation of liars, looters, lusters, murderers and rapers. And a goodly lot of Germans who uphold that nation of criminals, and are therefore co-workers with them, still live in America and still curse this land with their presence, to the shame and disgrace of the decent men and women of German descent who mourn the degradation of their once-honored country.

## GERMANY LOOKING TO THE AIR FOR THE FUTURE.

Paris, January 19.—Germany is preparing to put all its energies into a program that will insure it command of the air. This information has reached both here and London, and its source is said to be outside question. Stripped of its submarines and deprived of its sea power by the victory of the Allies, Berlin already is looking to the development of the newest form of commercial transportation.—Financial America.

And Germany will seek to master the air to such an extent that some day it may overcome the world by a sudden rush of aircraft, unless we now have sense enough to make that forever impossible.

## THE LEAGUE OF NATIONS.

IT is the solemn duty of every man in America to study with all the power of his brain and heart the proposed League of Nations as deeply as he studies the problem of his own individual salvation from eternal damnation. He who fails to study in this spirit, and entirely without regard to what any man or any paper may say for or against it, is recreant to his duty to God and man. If he honestly feels that this league should be formed, it is his duty to favor it, if in doing so he has to break away from all party affiliations or from personal friendships.

If he honestly believes that this country should not enter such a league, it is his solemn duty to oppose it, even if in doing so he goes contrary to his party ties and to his dearest friendships. He who is not willing in such a tremendous issue, the most far-reaching in the history of civilization, to seek only to know the truth and follow it, regardless of where it leads, is false to all the centuries to come.

This is a momentous hour in human history. It is the most momentous in the life of America which we have ever faced. By the side of this issue the Civil War was of small importance. The civilization of America could have survived the disunion of the country. The democracy of America could have lived even if the South had been victorious under Lee and Jackson; but if the League of Nations be wrong for us, then America commits itself unreservedly to a world combination from which there is no power of withdrawal, and in doing so we bind ourselves hand and foot, body and soul, now and for evermore. We lose our independence and merge America into a union of European and Asiatic countries, many of which differ from us in thought and government as far as the East from the West. Our aims and theirs are wide apart.

The claim that the League of Nations is merely a natural enlargement of the organization of the thirteen colonies with independent America is as weak as the airiest bubble that ever found lodgment in an empty head, and yet that is the argument some advocates of the league are advancing. The thirteen colonies were one in language, one in affiliations with Great Britain, and largely one in Anglo-Saxon population. For them to unite for mutual welfare was the most natural thing in the world. On the other hand, the League of Nations would be composed of the most diverse elements in the world, having no common basis of homogeneity, but rather hostility in spirit, to a degree which cannot be legislated out of existence. We believe the League of Nations would be a breeder of hatred and suspicion rather than a builder up of friendship.

The MANUFACTURERS RECORD greatly regrets the necessity

which compels it from sense of duty to oppose President Wilson's views on this league, just as it regretted the necessity which forced it to take issue with his position four years ago that we should be neutral, even in thought, and against his position then that there was no need for national preparedness, and that as a nation we were too proud to fight, and that there must be in Europe peace without victory. On every one of these points President Wilson has been compelled by the stern logic of facts to reverse his own opinion.

In this view of the facts, has not America a right to discuss the League of the Nations untrammelled by any thought that Mr. Wilson or any other human being is infallible? He has by his own actions had to admit that he was wrong as to neutrality in thought, as to preparedness, as to peace without victory, and as to our being too proud to fight. May he not be in error this time also? We cannot do better than to repeat our cover-page editorial of February 6 as still expressing our views on this momentous question:

#### Whither Are We Being Led?

Facing the most momentous crisis in the life of America, if not indeed of all civilization, it is the solemn duty of every man and woman to give the profoundest study, regardless of all preconceived notions, to the tremendously dangerous movements to which our country is being practically committed, so far as this can be done at the Peace Conference.

Shall America pledge its power, its honor and the lives of its men to the task of settling all of the internal or external wars of all the nations, great and small, of the world?

If so, how shall we raise the armies needed?

Surely American men, however altruistic they may be, are not ready to offer their lives upon every battlefield of earth, nor are they willing to be drafted for such a purpose. Nor can we believe that American mothers and wives are ready to send forth American sons to become a police force to suppress every marauding band in Africa, or the Balkans, or Asia, that may engage in warfare upon its neighbor.

We cannot undertake to control all the forces of all the world unless we are ready to definitely commit ourselves to the maintenance of law and order in every part of the world, regardless of the cost in men and money.

To pledge America to a League of Nations in such a way as this, and to try to force other nations to follow us into it, would be to subvert our Government and to change it from a democracy to an autocracy of the most dangerous kind, with its utmost strength guaranteed to help rule the whole world.

The people of America are treading on ground beneath which there may be fires more intense and more powerful for evil than the raging heat of Vesuvius. If as a nation we are to make this mighty leap into an abyss, the depth of which no human mind can see, we should do so only after a most thorough understanding of what we are doing. As yet this country is wholly in the dark as to the extent to which it is being pledged to a League of Nations, nor do we at all know the magnitude of the dangers into which we are being led as blindly as sheep.

All that we can possibly know under present conditions is that we are being told to blindly follow without question into the mightiest revolutionizing scheme of all the ages, contrary to the whole history of our nation.

Are we ready to shut our eyes, to stop our ears, to close our power to think for ourselves, and step out into the darkness of an unknown abyss?

#### WE THINK SO.

THE MANUFACTURERS RECORD declares that it knows a plumber who rendered a bill 25 per cent. less than his own estimate after having done a thoroughly good job because he found that his bid was too high. Is the plumber still in good standing with the union?—Kinston (N. C.) Free Press.

#### SHALL GERMANY BE LEFT UNPUNISHED?

PARIS dispatches to Democratic and Republican papers alike claim that the American Peace Commission—which, of course, means President Wilson—is opposed to making Germany pay the cost of the war. The dispatch to the New York Tribune, which is very similar to special dispatches to other papers, says:

"A message of the gravest importance has been sent to President Wilson by the Allies regarding the impasse existing over the interpretation of the word 'reparation.' Although the contents of the message have not been divulged to the press, it is known the European Allies are again pressing Mr. Wilson to permit them to impose a portion, if not all, of the war costs on the enemy countries besides mere 'reparation.'

"The situation has almost a pathetic character for France and Italy. The people have been promised relief from an overwhelming burden of taxation. But that is not all. The fear is that if the victims of the war have to bear its cost, Germany will be left commercially victorious because of the havoc she has wrought.

"Germany's lands and properties escaped intact. She is now pressing haste in making peace, even I am told, using the fact that American troops across the Rhine are fraternizing with the Germans to impress the Allied statesmen with the urgent necessity for quick settlement.

"Who is going to yield is now the question—Mr. Wilson or the Allied premiers?

"It is feared in some quarters that serious declines in the value of securities in all Allied countries will occur if Germany is required to make reparation only and is spared the cost.

"Premier Clemenceau was on the way to the Quai d'Orsay to meet Colonel House and Mr. Balfour to discuss this subject when he was shot."

Many months ago we warned the country that the tremendous power of the big financial interests of Germany would work through neutral countries and even through America itself to save Germany from adequate punishment and to keep that country from having to pay the cost of the war to America and the Allies. But are the people of America willing to see our Allies and our own country for many years to come pay enormous war taxes in order that the German murderers may be saved from doing so?

Are we willing to see Americans taxed to the utmost that Germany may go free?

Are we willing to see our Allies burdened to the breaking-point in order that a nation of lustful murderers should escape the penalty of their crimes?

If we should take such a stand as this we would go contrary to the teachings of God Himself and we would simply encourage Germany to prepare for another war, feeling that even if it did not win it would not have to pay the cost.

The duty of civilization is to make Germany repudiate every dollar of its war indebtedness, that its own people from the highest to the lowest may learn the financial penalty of their crimes, and then to place upon Germany an indemnity sufficient to keep that country straining for the next fifty or a hundred years to pay it.

Anything less would be a premium upon crime and an encouragement to other wars.

America has a right to ask where the American Peace Commission stands on this matter.

If Germany be not made to pay a large part of the cost of the war, there will come here, as elsewhere, a fight against Government bonds which will bode evil for all the world and for all civilization.

Is the American Peace Commission playing with the deadliest fire ever known? It looks so. Mr. Wilson can easily put out the fire now by stating that he will do his utmost to place upon Germany the cost of the war. Will he do so? Every patriot should make his voice heard now before it is too late.

HON. HANNIS TAYLOR opposes the League of Nations. That almost makes us favor it.

## THE POTASH CRISIS—A KEEN BIT OF GOVERNMENTAL SARCASM.

WHAT caused Chairman Hurley of the Shipping Board to send his wild dispatch from Europe to America to the effect that he had found 500,000 tons of Alsatian potash, which he could ship to America in ballast? There was no such potash available, and what little potash was on hand was held by the French Government for French farmers. Mr. Hurley's statement was as ridiculous as the one made by him some months ago that prohibition would lessen shipbuilding when his own figures showed that shipyards in prohibition territory were building ships much more rapidly than yards in whiskey and beer territory. How did Mr. Hurley wander so far away from the facts in these cases? The Department of the Interior, through the Bureau of Mines, has just issued a report on potash, which, read between the lines is a rather significant comment on Mr. Hurley's potash blunder. It is as follows:

"A serious crisis developed in the potash industry during January. Recent estimates indicate that about 100,000 tons, gross weight (equivalent to 25,000 tons  $K_2O$ ), of potash salts produced in the United States during 1918 is still in the hands of the producers, who apparently can find no market for their product. The larger part of this material has come from the Nebraska lakes.

"The explanation of this situation lies largely in the high war prices, which have been about \$4 per unit. The farmers are not buying potash salts except to a small extent, apparently in the hope that prices will drop before spring, or with the intention of not using potash until next fall. Unless the market improves quickly, the potash cannot be sold in time for manufacture and use for this spring's crops of cotton, wheat, potatoes and truck.

"The potash producers report that inquiries were just beginning to come in for potash when Chairman E. N. Hurley of the Shipping Board made his announcement that tonnage would be available for the immediate import of Alsatian potash. This statement caused the market for domestic potash to disappear almost entirely.

"The matter was taken up by the War Trade Board through its foreign representatives, with the result that on January 25 the following statement appeared as public announcement in the Commerce Reports:

### No Potash from Alsace.

"The War Trade Board announces that it has received authentic and official information from the French High Commission in the United States to the effect that France will be unable, at least until April, to ship potash from the potash mines of Alsace. These advices further indicate that for the next few months practically the entire potash output of the Alsatian mines will be urgently required for agricultural purposes in France. It is the view of the War Trade Board, based upon this information, that even under the most favorable circumstances, no potash from Alsace could be available in the United States for agricultural uses before June, 1919, and that, therefore, it will be necessary that the United States rely entirely upon its domestic production for the coming season."

Germany certainly got in a fine piece of potash propaganda when it made America believe that it would be flooded with potash, and in this way depressed the potash industry here and made men timid about further investments in potash materials, caused farmers to hold off from buying potash fertilizers, and made fertilizer manufacturers feel that they would soon be free to buy foreign potash. Mr. Hurley, in his innocence of Germany's wiles, seems to have been played for a sucker. American people need to be on the sharp lookout or Germany will play the whole nation for suckers, and we will eagerly "jump to the bait."

The Department of the Interior in its report about the result of Mr. Hurley's misinformation has certainly cut to the quick in its keen, incisive way, which, in effect, is a fine bit of sarcasm.

## ABUNDANT REASONS FOR BUILDING NOW.

AGAIN the MANUFACTURERS RECORD desires to drive home with all the energy it possesses the urgent necessity of the widest possible application of the "build now" spirit. On February 6 there appeared in these columns a brief editorial reference to the cost of building materials, and we urged that there be no delay in building because of present high prices. We repeat this counsel now.

As pointed out, the chief factor in the high price of construction materials of every kind is labor. No intelligent man believes today that the price of labor can be or should be appreciably reduced at this time. It is clear, therefore, that there is no advantage to be gained by delay and that in many lines of trade there may be a greater shortage of materials in six months' time than there is today.

Public improvements, the building of schoolhouses, the erection of hotels, apartment-houses and churches, municipal improvements of every character, including, of course, street and road building, should proceed with all possible vigor. All of the materials required for this work can be secured now, and within a brief time there will undoubtedly be a shortage in certain lines that will result in a further setback to new construction.

Stocks in many lines are well depleted now. It is perfectly clear that as building operations set in more heavily and the demand for certain machinery and equipment increases, there will be a natural tendency in prices to again advance. We do not mean to say that these advances will be heavy in very many lines, but we do wish to emphasize the fact that there will be shortages in materials a little later on which at present do not prevail. It is only the part of wisdom for every manufacturer who expects to enlarge his plant to take active steps towards such improvement immediately, and it is only common foresight and business prudence which suggests that every municipality should undertake important public work at once and that every man who is thinking of building a home should immediately take steps to begin construction.

Lower prices on building supplies, machinery and equipment required in construction work cannot be expected for many months to come.

Labor is abundant, stocks of material are complete, and the general industrial situation must inevitably show a decided improvement when it becomes generally recognized that there is much to be gained by prompt action and that delay is detrimental from every point of view.

## COMMUNITY BUILDINGS SUGGESTED AS SOLDIER MEMORIALS.

THE suggestion has been made by the Bureau of Education, Department of the Interior, that communities erect buildings for civic and social uses as memorials to the sacrifice made by soldiers and sailors in the war.

In elaborating the idea Dr. Henry E. Jackson, author of the Bureau Circular, emphasizes the fact that wherever possible this Community Memorial Building should be the public schoolhouse. It is the logical community center, is owned and operated by all the people, is essentially a democratic institution, and is entitled to a position of yet greater importance and usefulness.

In communities where the schoolhouse is for any reason not available, or where there is any local objection to the idea, an independent building should be erected. In scattered districts small schools should work together on the plan in order to eliminate waste and secure a community sufficiently large to support the kind of building necessary to carry out the idea.

The whole suggestion is at least worthy of the careful consideration of every community which plans to erect a fitting memorial for the soldiers and sailors.



## FEWER ACRES, MORE FERTILIZATION AND INTENSIVE CULTIVATION SHOULD BE BATTLE CRY OF SOUTHERN AGRICULTURE.

**I**N the vigorous campaign which is being made to lessen cotton acreage and increase the acreage in foodstuffs, there is one danger which should be guarded against, and that is the danger of unwisely curtailing the use of fertilizers.

Intensive fertilization and cultivation should be the rule on every farm in the South. Too much land has been inadequately fertilized and slovenly cultivated. With proper fertilization and cultivation the South could greatly increase its production per acre of cotton and grain. In an enlarged yield per acre on a smaller number of acres lies the hope of salvation of future agriculture. One-half the acreage cultivated more intensively, heavily fertilized, using ample potash, would lessen the demand for farm labor and give greatly increased profits from the present poorly fertilized and badly cultivated fields seen all over the South.

Fewer acres, but more fertilization and more intensive cultivation should be the battle-cry of the South. This would mean a decrease in the number of laborers required on a farm, a larger net revenue per acre and thus larger profits to the farmers.

The curse of the South's farming for fifty years has been its large acreage, the heavy expense connected therewith and inadequate fertilization and cultivation. By cultivating a smaller, heavily fertilized acreage intensively the South could during the last half century have enormously decreased the cost of its farming operations and enormously increased the net profit to its growers. The present campaign would, in its broader aspects for the future, prove a failure if it should not bring about much more thorough scientific farming, even by the poorer tenant farmers of the South. A large grain acreage might prove a loss to the South by a small yield per acre, whereas a heavy yield per acre on a smaller acreage would prove a great blessing to every interest.

The advocates of a smaller cotton crop should therefore unceasingly preach the doctrine of heavy fertilization and intensive cultivation, with the acreage of every crop reduced to a point where these things are feasible. Then the South will prosper agriculturally; but so long as tenant farmers and some land owners are guilty of slipshod farming on a large acreage, general farm prosperity will be impossible.

## DEVASTATION OF FRANCE AS SEEN BY A FRENCHMAN.

**L**IEUT.-COL. PHILIPPE BUNAU-VARILLA, the noted French engineer, who was long identified with the Panama Canal activities, in the course of an interview in the Wall Street Journal, in attempting to describe the utter desolation in a portion of France, said:

"I have for three years been continually living among ruins at the front, but they were ruins where men lived and fought. The ruins of the rich country from the North Sea to Montdidier are nothing but death. I could not from Douai to Lens see even a dog's house standing. You cannot detect the slightest trace of even animal life in what was once the richest and busiest center of agriculture and mining in France. Your mind is seized with deep horror and you cannot imagine how so many thousands and thousands of houses, mills and mining works which have been reduced to naught can be resuscitated within a generation."

Referring to the efforts which Germany may make to escape payment of an indemnity for the fearful destruction which it has brought upon the world, Colonel Bunau-Varilla said:

"The task is a long one, but it will be done, and the bandits who have tried in the twentieth century to surpass the infamy of Attila, Genserik and Alaric will have to pay for it. It will be the first and most necessary act of justice. How much Germany can pay will be the second question to determine, but first of all she must be shown what debt she has contracted toward the

world. This debt includes not only billions of dollars necessary to re-establish what has been destroyed materially, but also the sums which have been spent to prevent the great crime, to save the liberty of man and preserve the life of nations which Germany wanted to erase from the face of the earth.

"Germany will not escape the real consequences of having been a tool in the hands of a bloodthirsty maniac," said Colonel Bunau-Varilla, commenting on the increase of Bolshevism in Russia and Germany. "She may try to camouflage herself in order to avoid payment for her misdeeds. She may assume even the anarchistic aspect. This must be held by the Allies as a pure comedy. The main virtue of the Germans—and it is a great one—is discipline, the thing most contrary to the anarchistic spirit. Therefore, I do not believe that Bolshevism is a menace in Germany. If it ever happens I shall rather believe it a new trick of war than a sudden magic transformation of the German character."

## THE SINS OF THE FATHERS SHALL BE VISITED UPON THE CHILDREN.

**T**HE forgiving pacifists declare it would be a crime for the unborn children of Germany to be taxed to pay for a war in the bringing on of which they had no part. But the unborn children of America will be paying, for the next hundred years, a war debt which the German children's German fathers heaped upon the world.—Boston Transcript.

We have the Word of God that unto the third and fourth generation the sins of the fathers shall be visited upon the children. Shall we undertake to be wiser or more merciful than God?

We all know that in the physical life the sins of the fathers do often go down to the third and fourth generation. The very fear of such consequences doubtless helps to deter many a man from committing sin. If there were no punishment for crime, in this world or the next, there would be such a saturnalia of crime that mankind would perish from the earth.

The fathers of Germany and the mothers as well gloried in the destruction of Belgium and France and Serbia; they gloried in the murder of innocent babies and helpless women whose bodies they fed to the sharks when they sank the Lusitania and other passenger ships; they gloried in the sacking and raping of overrun countries, and now, like cringing, cowardly, yellow curs they whine for a pity they never showed to others! Indeed, it is a disgrace to a flea-bitten, mangy, yellow cur to compare him with the German race.

These people and their apologists would leave the suffering of France and Belgium and Italy and Serbia and Britain and America unatoned for, and make them bear all the cost of Germany's war of lust and loot. The pacifists who take such a view are as flabby-minded and morally as spineless as the German people themselves. In their own estimation, they are wiser than Almighty God and their views are worth more than His!

## BETTER CONSTRUCTION WORK AND MORE OF IT.

**T**O stimulate broader building operations throughout the country the United States Department of Labor has recently issued a number of bulletins, which are distributed to contractors wherever work is in progress.

The bulletins are intended to be inspirational in character and to show that the individual workman as well as his employer best serves himself when he puts forth his best efforts to complete his present job quickly and well. Emphasis is laid upon the importance of each man performing conscientious and skillful work as an incentive to others to engage in additional construction enterprises. A favorable impression is created which tends to increase building activity and gives the workman and the contractor additional opportunities to do important construction work to their own considerable advantage.

The idea should prove fruitful of good results.



## SOUTHERN SCHOOLS SHOULD TEACH THEIR STUDENTS TO KNOW THE SOUTH—WILL OUR READERS HELP?

IN the course of a letter to the MANUFACTURERS RECORD a reader makes the following interesting suggestions:

"Could not some way be found to get the public schools and the private schools all over the South and Southwest to set aside a period once a week for studying industrial conditions in the South, its resources, its business opportunities and kindred allied topics, using the MANUFACTURERS RECORD as the textbook for these students and for the lectures of the teachers?"

"It looks like a rather big contract to undertake, but if a move of this sort could be successfully carried through, it would be the greatest thing that had happened for a long time for the young men of the South who are coming to the front."

We commend this suggestion to the consideration of our readers who are interested in having the boys and young men of the South study the material potentialities of this section.

If it were possible to have the students in Southern colleges and universities, as well as in Southern high schools, become thoroughly familiar with the resources and progress of the South, they would enter upon their life work with a new enthusiasm about this section and be infinitely better equipped than they now are for doing their part in the great work of Southern upbuilding.

It is within the power of our readers to bring this suggestion direct to the attention of school commissioners and educators throughout the South. **Are they sufficiently interested in the welfare of the young men of their community to do so?**

The suggestion which we have published was called forth by a statement recently made by one of the professors in the Baltimore City College or high school, in which he urged every student to read the MANUFACTURERS RECORD as often as possible. We believe we are justified in saying that in every school in the South and Southwest there is no other way in which the teachers can possibly bring to the attention of their students the resources and the potentialities of this country so thoroughly as through the study of the MANUFACTURERS RECORD. And yet, in a very large proportion of the colleges and universities of the South and the libraries of these institutions the MANUFACTURERS RECORD is not to be found, showing how little Southern educators are training their students for their real work in life in their own section.

One of the saddest reflections upon the educational work of the South is that it does not deal specifically with a comprehensive study of this section. We have found young men coming out of some of the higher institutions of learning in the South, and even out of Southern technical schools, absolutely unacquainted with the progress of their own section. It has been very rare indeed that we have been able to meet a teacher in these institutions who fully understood the resources and the growth of the South. Most of them have a smattering knowledge of Southern progress, but they have no real broad information on the subject. We have known the president of one of the foremost educational institutions in the South to grow enthusiastic over some statistics which appeared in an advertisement many months after they had been published in full in the MANUFACTURERS RECORD, for which they had been compiled. Though his entire work was given to the training of young men in order that they might go out and be leaders in their community, he himself was densely ignorant of the South and of what it is doing in material development.

The suggestion made by our reader is one which viewed wholly from the standpoint of the welfare of the rising generation and of the future of the South we would like to see carried out. Are the educators and the school trustees of the South sufficiently awake to the situation to adopt the idea and put it into immediate effect?

The same mail which brought to the MANUFACTURERS RECORD the suggestion as to how Southern students should be trained to know their section, and thus be ready to take their part in its upbuilding, brought from New York a letter which indicates how business men in the East are appreciative of the work of the MANUFACTURERS RECORD. This letter brought the subscription from one business house for 29 copies of the MANUFACTURERS RECORD to be mailed regularly to its branch offices throughout the United States, only three of which are located in the South. The letter is as follows:

GEORGE BATTEN COMPANY, INC.,  
Advertising.

New York, February 13.

MANUFACTURERS RECORD,  
Baltimore, Md.

Gentlemen—Kindly enter a yearly subscription to the MANUFACTURERS RECORD, beginning January, 1919, for the following offices of The Dictaphone.

Kindly charge us for these subscriptions at the trade price. If you will send us a bill for same, check will follow immediately.

The Dictaphone, 62 North Pryor street, Atlanta, Ga.  
The Dictaphone, 16 South Howard street, Baltimore, Md.  
The Dictaphone, 137 Federal street, Boston, Mass.  
The Dictaphone, 737 Main street, Buffalo, N. Y.  
The Dictaphone, 812 North American Building, Chicago, Ill.  
The Dictaphone, 817 W. 4th avenue, Cincinnati, O.  
The Dictaphone, 1375 Euclid avenue, Cleveland, O.  
The Dictaphone, 1011 Elm street, Dallas, Tex.  
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The Dictaphone, 43 Exchange street, Portland, Me.  
The Dictaphone, 429 Washington street, Portland, Ore.  
The Dictaphone, 87 Weybosset street, Providence, R. I.  
The Dictaphone, 130 Center street, San Francisco, Cal.  
The Dictaphone, 309 Maritime Building, Seattle, Wash.  
The Dictaphone, 1127 Pine street, St. Louis, Mo.  
The Dictaphone, 54 West Wellington street, Toronto, Canada.  
The Dictaphone, Promotion Department, Woolworth Building, New York, N. Y.

Columbia Store Co., 1608 Glen Arm avenue, Denver, Col.  
Columbia Store Co., 221 Southwest Temple street, Salt Lake City, Utah.

Columbia Store Co., 819 Sprague avenue, Spokane, Wash.

Yours very truly,

GEORGE BATTEN COMPANY, INC.,

F. M. LAWRENCE, Secretary.

If business houses in the North are thus deeply impressed with the value of the MANUFACTURERS RECORD, surely it would seem that the business men of the South should be equally alive to its work and to the importance of having their sons read it in their own homes, or else have them study it in their schools.

## TEXAS MOVES TO SUPPRESS LYNCHING.

SEVERAL anti-lynching measures under consideration by the Legislature of Texas include a resolution to submit to popular vote a proposition to amend the State Constitution so as to exclude a lyncher or a member of a lynching mob from holding public office and also from voting in that State, this plan to effectively punish the crime of lynching being a result of an anti-lynching campaign started by the San Antonio Express, which is published at San Antonio, Texas, and which embraces a fund of \$100,000 established by that newspaper to pay rewards for the conviction and punishment of lynchers.

Texas has suffered seriously in repute, as have several other Commonwealths, from frequent lynchings, and a particularly recent case has aroused public sentiment to work for the abolishment of this grave offense against decency, law and or-

der as never before, the argument being that as the duelist and the political corruptionist are excluded by the Texas Constitution from holding office, the lyncher fully merits like proscription.

It is to be earnestly hoped that this movement to suppress one of the most atrocious of crimes, horribly offensive to Christian people for its injustice and barbarity, will be completely successful, and furthermore, that other States, emulating the example set in Texas, will take similar steps to suppress lynching.

[From Boston Transcript.]

### ANOTHER "TELLER OF TRUTH."

#### Editor Transcript:

I read with much interest the article in the issue of December 31, 1918, entitled, "1914—Tellers of Truth—1918." This article is in line with scores of other articles which have appeared in the Transcript in its spirit of superb patriotism, and its just estimate of great and heroic patriots.

Assuredly the four years which ended with 1918 have been a testing time in the life of the American nation, as well as in the history of the great nations of Europe and of the world. You have given an admirable statement of the men who dared to tell the truth during this critical period in the history of the United States. I fully agree with you regarding the men you name, beginning with Theodore Roosevelt and ending with John Purroy Mitchell. You give the names of representatives of the press, the people, the Church, the college, the Senate, the House of Representatives, the State, and the city. I believe that every name in that list is deserving of the honor which you have conferred.

I wish, however, to call attention to one other name which might well be included under, "the Press." In that category, you rightly place the name of George Harvey. I would like to see placed alongside of Mr. Harvey the name of Richard H. Edmonds, editor of the MANUFACTURERS RECORD, Baltimore, Md. Frequently in addresses which I have made in different cities in the United States, I have spoken of Theodore Roosevelt, Leonard Wood and Richard H. Edmonds as three chief advocates of preparedness long before we entered the war. Theodore Roosevelt was the great leader among the advocates of preparedness, but Leonard Wood and Richard H. Edmonds followed him very closely. No publication in the United States has been more loyal to the Allies than the MANUFACTURERS RECORD of Baltimore. Its words have been eloquent in denunciation of the crimes of Germany as have been the words of few publications in our country. I have reason to believe that Lloyd George, premier of Great Britain; Clemenceau of France, Marshal Joffre, Marshal Haig and Generalissimo Foch have all been influenced in their conduct of the war, and in their decisions regarding Germany, by articles in the MANUFACTURERS RECORD. I have seen statements from some of these distinguished men acknowledging their indebtedness to this publication and expressive of its great influence over their decisions. No man has spoken with greater clearness, emphasis and eloquence regarding our duty to demand full reparation from Germany for her numerous and abominable sins than Richard H. Edmonds. I wish his name had appeared in your list of those who have dared to tell the truth during this entire war.

It was difficult for Mr. Edmonds to be patient with the United States Government during the long period when France and Great Britain were fighting our battles as truly as they were fighting their own. He recognized that but for the thin British line and the brave French soldiers, Germany would have destroyed Paris, and probably would have reached London. He also saw that but for the British fleet all our American coast cities would be attacked by German submarines and other German ships of war. Certainly Mr. Edmonds well deserves a place in your list of heroic truth tellers. You have done a good service to our country in publishing the articles to which I have made reference.

ROBERT STUART MACARTHUR,  
President, Baptist World Alliance.

While the MANUFACTURERS RECORD appreciates to the fullest the exceedingly kind and considerate statements made in the foregoing letter by Dr. MacArthur, who, by reason of his close touch with world leaders in Europe as well as in this country is enabled to express an intelligent opinion on these subjects, it should be understood that the MANUFACTURERS RECORD in its campaign for preparedness was not doing this from any sense of "loyalty to the Allies," but from a profound sense of loyalty to America. We recognized from the

beginning that the Allies were fighting the battle of civilization and that in this they were fighting our battle just as much as their own. But the work of the MANUFACTURERS RECORD on the whole war question was carried on from a realizing sense of America's duty to stand by civilization for its own protection as well as for the salvation of all the world. We felt that the very soul of this nation was in danger, whether the Allies won or lost, if we refused to take up our share of the burden. And we believe that had America failed in the supremest crisis in the world's civilization that, whether the Allies lost or won, the soul of America would have been forever lost and that Almighty God would have said to us, "Thou fool, this night thy soul shall be required of thee."

The fight made by the MANUFACTURERS RECORD was a fight to save not only the material but the moral and spiritual life of America. In this fight it was, of course, necessary to stand by the Allies, but it was not loyalty to them, but loyalty to America, to the civilization of the world and to Christianity itself for which the MANUFACTURERS RECORD stood.

### THE SOUTH CURSED BY POLITICIANS AND COTTON FETISH.

THE MANUFACTURERS RECORD is nearly always right, but we do not agree with it in criticising Southern farmers for wanting enemy countries opened to cotton trade. There is no great kick on letting them buy our food supplies, and there was no great kick when Northern concerns bought a shipload of their toys for the holiday trade.—Valdosta (Ga.) Times.

On the contrary, Germany is not buying our food supplies, and Western farmers are not scrambling to have her do so. Moreover, when a shipload of toys made in Germany prior to 1914 and lying in a neutral harbor since the outbreak of the European war, was received shortly before Christmas, the entire country vigorously denounced the bringing of these German toys into America. One of the leading houses to whom they were consigned, Butler Bros., announced that though they had bought and paid for these toys more than four years ago, they would not receive them, and would not under any conditions handle them. They marked the entire cost off as a loss and called upon Americans to refuse to handle German-made toys.

The MANUFACTURERS RECORD week after week denounced the bringing of these blood-stained toys to America, and said that any mother or father who ever gave a German-made toy to a child should forever have ringing in their ears the dying wail of the murdered children of Belgium and France.

That is the position taken by the country as to German products, and yet a few unscrupulous politicians got hold of a farmers' meeting and made call upon the President to permit cotton to be shipped to Germany, with which we are still at war, even though Germany might use that cotton for making ammunition with which to murder the sons of these very cotton growers!

A more despicable, rotten piece of political chicanery to mislead the cotton growers of the South and make them appear as ready and eager to clasp the blood-dripping hands of a rotten-souled nation, that murdered thousands of our own beloved men and millions of our Allies, was never perpetrated by unscrupulous political tricksters.

And the South has to endure the shame and the world is made to believe that the South is ever ready to sell its soul to the devil if the devil will buy its cotton!

What a fearful curse cotton has been to the South when it thus debauches its politics and makes its people appear to the world to have neither honor nor self-respect.

Away with such rotten politics and disreputable politicians, for they are a greater curse to the South than its fetish, cotton!

## A Philosophical Farmer Propounds Questions Which No Philosopher Could Answer.

S. H. Gaitskill, Breeder of Shorthorn Cattle and Duroc Hogs.  
McIntosh, Fla., January 26.

*Editor Manufacturers Record:*

There is a question that I have wanted answered for some time and that is now coming up in an acute form. It is about our shipbuilding and merchant marine. I can't understand why it should cost more to build ships in the United States than in other countries. We have all of the raw material necessary and at as little, if not less, cost than other countries. We export lumber, ship plates, etc. Now, if labor cost is excessive, why should it be? Meat and bread living cost for labor should be less in the United States because other countries that build ships do not make enough food to sustain their peoples. The United States does, and exports feed and food to other countries. Besides, it has been claimed that if the labor cost in the United States was greater, the labor was more efficient, and the unit cost of product was less on account of this efficiency. I hope you can give me this information, and also, why ships cannot be sailed at as low a cost as ships from other countries.

Another question: Just now the farmer is urged to greater production and asked to work harder.

Why?

To make more food, thus making the results of his labor sell for less.

The mechanic must have shorter hours to give him more leisure for pleasures.

The farmer is asked to "speed up," working 12 to 14 hours out of 24. What about the farmer's leisure and pleasure, with his wife in the kitchen cooking for farm hands?

Will the worm turn? "Some day." The New York milk producers have just finished a fight, trying to get a decent living for their long hours and hard work.

Will the general farmer have to say, "I will make home supplies only for one season" before the non-producing and consuming world will recognize the position of the farmer?

Let the highly-paid builders, railroad men and telegraphers get a little hungry and think more of meat and bread than they do of going to the movies and other forms of amusement. Let them try farming. There is lots of idle land. High wages, as a rule, do not mean prosperity—but they do mean indulgence and extravagance.

The railroad men, from station agents up, give their wives diamond rings and automobiles, while the farmer milks the cow and guides the plow "all day long" and his wife is up at 4 in the morning and is still in the kitchen cleaning up the pots and pans and dishes until 8 at night.

Please tell us what you know about these things. Better not wait for the farmer to sulk.  
S. H. GAITSKILL.

In the foregoing Mr. Gaitskill raises many interesting questions, some of which no philosopher can answer. It costs more to build ships in the United States than in many other countries because our rate of wages is several times as high as wages paid abroad. This cost also enters into the mining of the iron ore, the mining of the coal, the making of steel and the higher freight rates paid. Every item which enters into the construction of a ship represents a very much higher labor cost than in other countries. The Wall Street Journal, in discussing the wage question for ship workers in this country and abroad, said:

"When British wage rates are contrasted with those paid our own aristocracy of the shipyards, the size of the American handicap in shipbuilding can be estimated. For instance, riveters in England, working 53 hours per week, received \$18.50; shipwrights, \$17.50; plumbers, \$17.50; blacksmiths, \$17; machinists, \$15.25; caulkers, \$16.50; electricians, \$17.50; riggers, \$14, and laborers, \$13.50."

In the operation of ships our laws compel rates of wages several times as great as the wages paid on foreign ships. No ship can fly the American flag without complying strictly with the law, which not only compels much higher wages than the wages paid on foreign ships, but we must employ a larger number of men to do the same work.

Mr. Gaitskill's second question, as to why the farmer is urged to work harder and produce more food, when enlarged food production will decrease his profit, while the mechanic

constantly seeks shorter hours and more leisure, is unanswerable. He rightly says that the farmer is urged to speed up and work twelve to fourteen hours a day, with his wife in the kitchen even longer hours. When Mr. Gaitskill asks for an explanation about these things he raises a question which every intelligent man often ponders over.

How far can the present condition continue, with the farmer learning that the more he produces the lower the price at which he sells, while at the same time he sees the mechanic seeking to cut his hours down to eight or six a day, and still demanding an ever-increasing wage, is a vital question.

All the philosophy of the ages has not yet solved that problem.

May Heaven save civilization from the intimation of Mr. Gaitskill that the farmer might sometimes conclude to "sulk" a while and produce no food except for his family's needs for one year in order to give an object-lesson to the rest of creation!

The MANUFACTURERS RECORD holds that the farmers have never had a fair share. They have never received, in proportion to their work, what should be theirs. Farm laborers have always been underpaid. Farmers and farmers' wives have had to work long hours, enduring many hardships almost unknown to city dwellers. But the people of the cities have rather looked upon it as their duty to beat the farmer down to low prices for his product and for his labor. "Naught, naught, says the buyer" when it comes to buying what the farmer raises. City newspapers are often bitter without cause in their denunciation of the struggle of milk producers and others to secure a fair price for their products. The MANUFACTURERS RECORD's sympathy is wholly with the producers. Not that it lacks sympathy for the consumer, but it knows that the farmers have never had a fair show, and it knows that every effort made to beat down prices of farm products only results in the carrying out of the inevitable law of a decreasing supply as profits disappear, and, therefore, of still higher prices in the end.

There is much "lost motion," much wasted time and money in the distribution of foodstuffs from the producer to the consumer, but no real solution of that problem has ever yet been presented so far as we know. This distribution lessens the profits of the farmers and adds to the cost to the consumers, but not many middlemen handling perishable farm products ever gets rich at it. The farmer and the farm laborer must have the benefit of good roads, and he must make a profit which will enable him to provide running water, bathrooms and sanitary conveniences which every mechanic is able to enjoy.

### PLENTY OF FOOD FOUND IN GERMANY.

**A**BUNDANT evidence of the systematic lies told by Germany when that country claimed and continued to claim, in extenuation of barbaric methods of making war—as exemplified by the sinking of the Lusitania, for instance—that the British blockade was starving the German people, is being found by members of the American Army of Occupation.

A letter from a Baltimore boy, one of the soldiers who went into Germany from the Luxembourg, says concerning what he found in the Fatherland:

"What surprised me most was the amount of livestock. Every barn was full of it, and I've seen more chickens that I've seen in one place since I left the States; and horses, cows and pigs, all in prime condition. I also bought some apples here, and they sure tasted great, being the first fresh fruit I've had for a deuce of a while."



### HOW THE BEATEN GERMAN ARMY WAS GREETED IN BERLIN.

*"In spite of the fact that they return not as conquerors, but as the beaten and shattered remains of the Hun Army, Berlin still finds enough courage to decorate the troops with flowers as they pass through the city."*



— Copyright, Underwood & Underwood, New York.

Garlanded with flowers, welcomed home as conquering heroes, the German murderers, looters, rapists, who overran Belgium and France and laid waste those fair lands, are shown parading through the streets of Berlin, praised by the women who had bred such brutes and by those who would continue to breed a race of Germans. These women cared not that Belgian and French women had been outraged by the men whom they welcomed home. They cared not that Belgian and French babies had been mangled by these fiends whose hands dripped red with innocent blood. Studying this picture and these facts we can understand that there is no repentance, no sorrow, in the hearts of Germans, and until Germany does repent we should have no thought of forgiveness. The demand of civilization and of Almighty God is for punishment of such black fiends, and unless Germany be punished we shall be false to God and to man.

### AS VIEWED BY AN AMERICAN PHYSICIAN.

**T**YPICAL of the character of the German people and illuminating to those who have not yet understood the nature of the Huns is a letter from Capt. J. E. Rawlings, a physician of Daytona, Fla., who in advance of our going into war joined the British forces and has been helping in their medical work.

In a letter to a friend in Daytona, giving some illustrations of the peculiar character of the German people as shown by the German prisoners with whom he has come in contact in his hospital work in England, he says:

"They are dirty dogs. They will steal from one another. If one gets unconscious his neighbor immediately robs him of his personal kit. The well ones will steal the sick one's food and his fire.

"Such a change from 'Tommy,' who is honest always and will help his sick and wounded, if in doing so he gets killed! They are always careful to send the family of the dead soldier the little personal kit that belonged to him.

"One is a real man and the other is a beast."

This letter was based on some experiences with Hun pris-

oners in English hospitals in contrast with English soldiers in hospitals.

If we can conceive a nature so depraved that a sick soldier will steal from his sick friend and the moment that he becomes unconscious rob him of his personal kit, and contrast that with all that we have known of soldiers in this and other civilized wars, we can get some idea of the degradation into which the German character has sunk.

### "More Than an Exponent of Americanism—It Is a Dynamic Force."

GRAHAM BURNHAM, Glenwood, Ark.—THE MANUFACTURERS RECORD is more than an exponent of America. It is a dynamic force that is potentializing energies as well as pointing out possibilities. Worldwide it is bringing together the parts that are needed to perfect the development of the South in its raw material resources, its human effort to efficiency and its vision of what may be done, what must be done to attain its full and rightful stature and recognition in the nation's and the world's production of essential commodities, and the world's distribution of these commodities in which the South is so rich.



## Perils Seen in League of Nations Pact

SURRENDER OF NATIONAL SOVEREIGNTY DECLARED TO BE EFFECT OF PROPOSITION AS NOW DRAWN—WASHINGTON PROFOUNDLY STIRRED BY WORLD CRISIS IN WHICH WE ARE INVOLVED—FAR-REACHING EFFECTS THAT ARE ALREADY FORESEEN.

By P. H. WHALEY.

Washington, February 24.

Publication of the constitution of the proposed League of Nations has aroused the capital as nothing else has aroused it since the declaration of war. Its direct results are certain to be:

1. Failure of many of the supply bills to pass, on which account an extra session of Congress is inevitable.
2. Elimination of William Howard Taft as a possible candidate for President on the Republican ticket.
3. The probable renomination of Mr. Wilson for a third term.

There is no question that the yearning of the country is for perpetual peace. Statesmen here were candidly slow to put themselves on record as opposed to any scheme which seemed to have as its object such a peace. They felt that the man in the street would argue in this fashion: "What is this League of Nations that everybody is talking about?" "It is a plan to prevent war." "Is that so?" "Will it do it?" "We do not know, but the machinery of it is devised for that purpose, and it is the only chance of permanent peace." "Well, if it is something to stop war, I'm for it."

Senator Borah, it is definitely known, felt that to oppose the League might very easily lead to his political extinction. Other Senators felt the same way. But when the President followed his own speech in Paris, favoring the League, with a request that the opponents of the measure keep their mouths shut until he had an opportunity to deliver another speech in its favor at Boston and to talk to the members of the Foreign Relations Committee at a private dinner in Washington, Senators Poindexter, Borah, Reed and others decided that the sacrifice demanded was a little too much.

The speech of Senator Borah was declared by Senator Smoot to be the ablest effort he had ever heard in the Senate. That opinion was general in the capital. It was followed by an almost equally brilliant effort on the part of Senator Reed. Both denounced the proposed League as a surrender of national sovereignty. They warned the laboring men of America that there was a distinct menace to them in the proposed international labor covenants, since no laboring man on earth is so well provided for as the American under present conditions. Change may be desirable for those who are down and out, but the man who is prosperous and well off seldom thinks it to his advantage to experiment with his livelihood.

The saturnalia of sentimentalism into which the nation has been plunged, so far as its international relations are concerned, with the slogans of Bolshevism transmuted by magic rhetoric into formulas of applied internationalism, the bold appeal to the nation to discard the safeguards of generations and abandon by formal covenant the elementary principles under which it has waxed strong and mighty, seem together to have aroused men to the imminent dangers inherent in our entire conduct of affairs. Astute observers meet each other on the street and ask if we have won the war in the field only to lose it on a typewriter. They are honestly, frankly, sincerely worried. Not for a minute, they think, would the scheme proposed find support with the electorate were it not that the master of phrases has clothed his creature in dazzling apparel and covered its defects with such jewels of language that even the elect might be deceived. Vice is not the only creature of so frightful mien as to be hated needs but to be seen, only, after long propinquity, to be later wooed and loved.

The division on the proposition is not partisan. It is understood that the Champ Clark group of the Democratic party is hostile to the proposed League. There are, on the other hand, Republicans who support it vigorously. By a strange twist of

fate some of the publicity influences of the country which have long been considered positively loathsome in their tactics are opposed to the League and find themselves on the same side of the fence, in this respect, as some of the most brilliant protagonists of sincere Americanism produced by the war.

Strenuous efforts are being made by both parties to prevent settlement of the issue on partisan grounds. They want, if possible, to treat it in a non-partisan way, as they were able to treat the suffrage question. Yet surely an alignment is taking place and there are men who do not hesitate to predict that new parties will be formed as a result of this paramount issue. They base their prediction on the belief that the Senate, as it is to be constituted after March 4, will never give a two-thirds vote in favor of the League, on which account an appeal to the country will have to be made.

There are, it appears, no practical arguments in favor of the League from the American viewpoint. It is not seriously contended that the nation is in peril of its existence from enemies. It is not contended that American labor is in such a low state of development that the labor of other nations must lend it assistance. It is not argued that America is bankrupt, or that her trade is at the mercy of other nations. It is, on the contrary, admitted that of all the nations on earth, this nation is the most favored. It has no peer in wealth, in power or in the happiness of its people. None can compare with it in the magnificence of its geographical isolation, which renders its protection against foreign enemies a simple matter of proper preparation. It is not on the ground that America requires foreign aid that support of the League is based, but on the ground that the United States is so fortunately placed, is so prosperous, powerful and rich, that it behooves her to discard the media of her prosperity, to strip herself of her advantages and bring herself back to the level of all the rest of the world. Thus, it is said, by so generous a sacrifice, she will avoid being the envy of other nations and win their gratitude. Boiled down, the argument resolves itself into the proposal that the United States must be the Esau of Nations and sell her birthright for a mess of pottage.

The feeling of opposition at the capital is rendered the more acute by the resentment over the failure of the Administration to put into effect any definite reconstruction policy. It is recollected that Senator Weeks proposed a reconstruction committee of Congress last summer, when it was evident that the war must soon end. But the Administration countered with a proposal by Senator Overman for reconstruction by executive committees, and between the two there never was any provision whatever for any sort of reconstruction. The uncertainty concerning the railroad situation is emphasized in the public mind because the problem involves such vast sums of money and the operation of the roads touches intimately the lives of most people in the country; but there are questions affecting other industries which are equally undecided, and nothing is being done.

Congress feels, in other words, that the interests of the country are being sacrificed by neglect in order to bring into being some new vehicle of government upon earth. Moreover, the peace lags, although the prosperity of many industries awaits the actual declaration of peace.

Why, business men ask, should so vital a matter as the legalization of informal war contracts, in which hundreds of millions of dollars are tied up, be held up while the Senate is forced to debate academic and visionary questions which cannot possibly be settled for another two years, anyway? And why is it that three months after the signing of the armistice the Quartermaster

Department, so it is said, has felt itself able to pay out the comparatively trifling sum of only \$5,000,000 in settlement of its contracts that are in liquidation?

The Government is spending billions for ships, but there is no shipping policy.

The Government is spending hundreds of millions on the railroads, but there is no railroad policy.

The Congress has a dozen schemes for giving work to the unemployed, but the Government has no unemployment policy.

So it is all along the line, with even Democratic Congressmen complaining bitterly in private. But the public press can give no attention to these vital matters, and they are shoved into the corner by the introduction of a new and remote issue, so radical in its nature and so fraught with possibilities of peril that sincere statesmen are compelled to give their attention to it, whether they wish or not. It would be unfair to speak of the proposal for a League of Nations as a red herring, but it is serving all the purposes of a red herring, and some department heads who have been dreading investigations have taken it to their bosoms as a serum likely to grant immunity.

Senator Borah will tour the country in opposition to the League. Other Senators expect to do likewise.

### Important Legislation May Be Delayed.

Washington, February 24—[Special.]—With 14 of the regular supply bills still undisposed of and with the calendars of both Houses congested, it was the consensus of opinion today at the capital that no prohibition enforcement bill could be enacted at this session of Congress.

Even the supply bills cannot all get through. If the bond bill, providing for the new Victory Loan, should be held up, an immediate special session of Congress would be necessary. Other matters, it is felt, could be disposed of if the extra session were called by June 1, which would give time for the passage of necessary supply bills by July 1.

The Committee on Mines and Mining has reported favorably the bill to protect the American potash industry, with an amendment fixing the maximum price. The bill provides for the licensing of importations of potash. Owing to the congestion of proposed legislation, however, Congress will have no opportunity to vote on the bill at this session.

### Determination to Diversify Strongly Evident.

Jackson, Miss., February 22—[Special.]—That Mississippi will reduce its cotton acreage this year at least one-third and plant that one-third in food crops is becoming increasingly certain. County organizations are having farmers and the larger planters sign pledges to reduce their acreage, and will take whatever steps are necessary to see that the pledges are carried out.

Conhama County alone, one of the greatest cotton-growing counties in the world, has agreed to plant 114,000 of its acres of cotton land to foodstuffs. This is one-third of the total arable lands in the county which has enjoyed overwhelming prosperity the past two years because of good cotton prices. Regardless, however, of the profit or loss consideration in growing diversified food crops, the cotton farmers of the State will have struck one decisive blow for freedom from the tricks of the speculator and the market manipulator.

Cotton-growing experts declare that the acreage reduction is necessary this season because the entire industry is at a turning point. They believe high prices must remain, if cotton is to be grown, and think this an auspicious time to make the change.

### Tennessee and Alabama Co-ordinate for River Power Development.

Chattanooga, Tenn., February 17—[Special.]—The most important action of the Tennessee River Improvement Association in its convention just ended was the adoption of a comprehensive program providing for investigation of a combination of the engineering resources of the hydro-electric developments at Muscle Shoals, Hale's Bar, Ocoee River and Kaney Fork with the Government's huge steam-power plants which have been estab-

lished at Nashville, Gorgas, Ala., and Muscle Shoals. It is planned to have a complete report prepared by expert engineers on the feasibility of the combination, and its opportunities will receive full investigation.

The convention went on record with a protest against the failure of Congress to make necessary appropriations for the improvement of navigation of the rivers in Arkansas, Alabama and Tennessee. The ultimate value of the tremendous natural power possessed by the streams in these States will depend upon the vigor and enterprise with which the business interests of the river cities set about the utilization of their natural advantages. All depends finally upon the business men of the valleys and the methods which they adopt. But in the meantime it is considered highly necessary that Federal assistance should be forthcoming. And from the standpoint of river rates, it is held to be of decided importance that the Interstate Commerce Commission should establish maximum and minimum rates on waterways as well as on railroads.

### River and Harbor Improvements Scheduled for South.

Washington, D. C., February 24—[Special.]—Twelve million dollars will be spent for river and harbor improvement in the South under the Rivers and Harbors Bill as agreed to in conference. In this sum is included the \$3,000,000 provided for the purchase and improvement of the Delaware and Chesapeake Canal, connecting the head of Chesapeake Bay with the water of the Delaware River below Wilmington. The widening and deepening of this waterway so that it will carry boats of some size is of much importance to the shipping interests of the middle Atlantic coast. The immense saving in time, labor and distance involved in this project make it of prime importance to the interest most directly affected and to the public as well.

Other Southern territory expenditures provided for in the bill are as follows:

Maintenance of various channels of rivers, harbors and creeks along the Eastern Shore of Maryland.....	\$9,000.00
Improvement of the North Fork of Tred Avon River.....	19,600.00
Improvement of Wicomico River.....	17,100.00
Improvement of Tangier Channel.....	16,434.00
Maintenance of Potomac River near Washington.....	32,000.00
Maintenance and improvement of Rappahannock River and its tributaries.....	18,300.00
Maintenance and improvement of Norfolk Harbor.....	1,000,000.00
Maintenance and improvement of James, Appomattox and Pamunkey rivers in Virginia.....	27,000.00
Maintenance of inland waterway from Norfolk to North Carolina sounds.....	250,000.00
Maintenance and improvement of waterway from Norfolk to Beaufort Inlet, N. C.....	750,000.00
Maintenance of Blackwater River, Va.; Meherrin and Roanoke Rivers, North Carolina, and improvement of New-begun Creek, North Carolina.....	7,000.00
Improvement of Sauthemong River.....	39,300.00
Beaufort and Morehead City harbors, connecting Core Sound and Beaufort Harbor and inland waterway from Beaufort to Jacksonville, North Carolina.....	49,400.00
Northeast, Black and Cape Fear rivers, North Carolina; continuing improvement Cape Fear River below Wilmington.....	575,000.00
Waterway between Charleston and Winyah Bay, South Carolina.....	28,000.00
Waterway between Beaufort, S. C., and St. Johns River, Florida.....	56,000.00
Savannah Harbor at Augusta, Ga.....	200,000.00
Altamaha, Oconee and Ocmulgee rivers, Georgia.....	35,000.00
Brunswick Harbor, Georgia.....	530,000.00
St. Johns River, from Jacksonville, Fla., to the ocean.....	247,000.00
Improvement and maintenance of Kissimmee and a number of rivers near Charlotte Harbor, Florida.....	109,700.00
Removing water hyacinth from various harbors in Florida.....	10,000.00
Improving Holmes and Blackwater rivers in Florida.....	15,000.00
Improvements in Alabama River and Coosa River in Alabama and Georgia, respectively.....	50,000.00
Improvements of Mobile Harbor, Alabama.....	204,000.00
Improvements of Black Warrior, Warrior and Tombigbee rivers, Alabama.....	250,000.00
Improvement of Pascagoula Harbor, Mississippi.....	100,000.00
Tombigbee River, Mississippi and Alabama.....	42,500.00
Improvement of Gulfport Harbor, Miss.....	100,000.00
Improvement of Pascagoula, Wolf, Jordan and other rivers in Mississippi.....	25,000.00
Improvement of passes at mouth of Mississippi River.....	1,250.00
Work at Araratia Bay, Bayous Lafourche, Plaquemine and Teche rivers, Louisiana.....	152,000.00
Waterway from Mississippi River to Sabine River, Louisiana.....	137,500.00
Removing water hyacinths in Alabama, Mississippi, Louisiana and Texas.....	30,000.00
Galveston Harbor project, including Galveston Channel, Texas City Channel and Houston Ship Canal.....	1,375,000.00
Waterway from Galveston to Corpus Christi and from Pass Cavallo to Port Lavaca, Tex.....	49,000.00
Freeport Harbor, Texas.....	100,000.00
Improvement of Brazos Harbor, Texas.....	66,000.00
Improvement of harbor at Sabine Pass, Louisiana.....	115,000.00
Yazoo River and tributaries, Mississippi.....	35,000.00
Black and Current rivers, Arkansas and Missouri.....	49,000.00
Cumberland River in Tennessee and Kentucky.....	340,000.00

# Germany and Its Crimes As Seen by American Editors

## Amazing Barbarism of Whole German Nation Laid Bare

A large number of the editors of leading technical and industrial publications in the country visited Europe a few months ago for the purpose of making a special study of the situation on the battle-front in order that they might know for themselves the condition prevailing there and learn whether the reports in regard to German atrocities had been in any way exaggerated or not. These men are accustomed to write with the scientific accuracy of trained experts in the discussion of great business and technical questions affecting their industry. Many of them are men of high scientific attainments. Their publications rank among the great standard works of the country, and their views, therefore, of necessity command the universal confidence of the business men of America. For this reason the MANUFACTURERS RECORD recently asked these editors of industrial and technical papers who had visited Europe to give us for publication their views on the situation based on their personal investigations.

While these men were in London, after having returned from the battlefields of France and Belgium, they addressed a letter to the President of the United States, stating in brief their views on Germany's crimes and the need of adequate punishment of Germany. Some of the men in the party felt that the letter should be even more emphatic than it was; others thought that as it was being addressed to the President of the United States a calm conservative statement would be best. But the letter in itself is strong enough to carry conviction. It is as follows, just as it appeared in the London Times, with a notation at the bottom as to the publications with which these gentlemen are identified:

Waldorf Hotel, London, December 19.

Dear Mr. President—The undersigned American citizens address you to further the sacred cause of human justice and right.

For days we have been passing over the battlefields and through the ruined cities and obliterated villages of Belgium and France. We are among the first American civilians to survey this area of desolation, and we have been profoundly moved.

The devastation and ruin wrought are not the work of one man or a group of men. They are the result of a system, the policies of which have been executed with thoroughness by a willing people. The evidences of organized pillage and vandalism are on every hand.

Every law presupposes a penalty for its violation. The laws of nations that civilization has so painfully built up through the centuries have been wantonly violated for four long years. To fail to enforce those laws now would be tacitly to concede the power of repeal by the criminals themselves. These laws must be re-established. To our minds the enforcement of complete restitution and reparation by the people of

Germany and the punishment of the leaders and their guilty agents for the crime committed in violation of existing laws against piracy, murder and pillage will do more than anything else could to ensure that future laws made by agreement of the nations will be observed.

We are writing this to you, knowing that the sentiments expressed would receive the support of all Americans, could they see these things as we have seen them and hear the terrible evidence from the lips of the unhappy victims.

Henry G. Lord, Boston.

Roger W. Allen, New York.

Arthur J. Baldwin, New York.

H. M. Swetland, New York.

Samuel O. Dunn, Chicago.

Herbert L. Aldrich, Cleveland.

H. Cole Estep, Cleveland.

Harry E. Taylor, New York.

Edward H. Darville, New York.

Howard C. Parmelee, New York.

Frederic F. Cutler, Boston.

Mr. Lord is publisher of the Textile World Journal; Mr. Allen, who is president of the New York Business Publishers' Association, is connected with several publications; Mr. Baldwin represents the McGraw-Hill Publishing Co.; Mr. Swetland is president of the United Publishers' Corporation; Mr. Dunn is editor of the Railway Age; Mr. Aldrich is on the staff of Marine Engineering and the Boiler Maker; Mr. Estep is editorial director of the Penton Publishing Co.; Mr. Taylor is business manager of Dry Goods Economist; Mr. Darville is associate editor of Hardware Age; Mr. Parmelee is editor of Chemical and Metallurgical Engineering, and Mr. Cutler is president of Shoe and Leather Reporter.

The request of the MANUFACTURERS RECORD addressed to these editors was for any elaboration of their views which they might be willing to give for a symposium on the subject. Letters thus far received and which follow should be read by every man in this country who wants to know the truth. What is here stated by these trained industrial and scientific editors, men long accustomed to deal with questions in a conservative, scientific manner, is what they saw of the atrocities committed by Germany and of the need of punishment of that nation of criminals. It should serve to deepen the conviction of all right-thinking people of America as to the tremendous responsibility which rests upon this nation to stand with Great Britain and France and Belgium for the adequate punishment of Germany. **Any leniency toward that nation of criminals would be a crime against all civilization.**

In the letter to President Wilson these gentlemen said with tremendous force that:

**"Every law presupposes a penalty for its violation. The laws of nations that civilization has so painfully built up through the centuries have been wantonly violated for four long years. To fail to enforce those laws now would be tacitly**



to concede the power of repeal by the criminals themselves. These laws must be re-established. To our minds the enforcement of complete restitution and reparation by the people of Germany and the punishment of the leaders and their guilty agents for the crime committed in violation of existing laws against piracy, murder and pillage will do more than anything else could to ensure that future laws made by agreement of the nations will be observed."

The views of these men may be admirably summed up in the extract from a letter by Mr. Darville, associate editor of *Hardware Age*, in the course of which he said:

"All were very familiar during four years of unexampled carnage with current events through print, addresses, pictures, testimony of returned participants, movies and other vehicles of thought and action. Nevertheless we only really began to even imperfectly comprehend the enormous crimes perpetrated and to visualize the damnable German atrocities, deliberately planned and efficiently executed, after trips in special motor cars, averaging from 150 to 200 miles almost daily during two weeks."

Many of the editors who have contributed to this symposium in personal letters to the editor of the *MANUFACTURERS RECORD* emphasized what they had written for publication. For instance, Mr. Henry G. Lord of the *Textile World Journal* of Boston said: "Ever since my return I have been speaking and lecturing on the subject of our trip and endeavoring to do everything in my power to overcome the German propaganda which is trying to create ill-feeling between Great Britain and the United States."

Mr. H. C. Estep, editorial director of the *Periton Publishing Co.* of Cleveland, wrote: "If I can do even a small service in assisting to bring about the meting out of sternest justice to that red-handed gang in Germany, I shall be happy."

Roger W. Allen, president of the Allen-Nugeni Company, said: "As to whether a German should be called a 'Hun' or not, you may be interested in knowing that I feel that the name German is a stench in the nostrils of everybody, and ought to continue so for an indefinite number of decades. I rather feel that to use the word 'German' in the sense in which all right thinking people now use it places a stigma on the whole breed that is more lasting than the unusual appellation of Boche or Hun. Having read your answer to the editor of the *Daytona News*, I am almost glad that you didn't see what we saw in Belgium and France, for you would never have been able to contain yourself had you done so. The 'hellishness' of the whole thing is simply awful."

Mr. H. E. Taylor of the *Dry Goods Economist* comes very near, we think, to expressing the real views of these editors who, as we have said, rank among the

greatest powers in the newspaper life of America, and whose training leads them to conservatism of statement. He puts it as follows:

"The sentiments expressed in our published letter to the President are but the mildest form in which we could courteously put them.

"A League of Nations is one thing. The findings and terms of the Peace Conference are an entirely different matter. Justice is justice. 'Justice' to Germany and Austria alone is entirely insufficient, as that term of justice is usually misinterpreted.

"If, in determining justice and in fixing and executing penalties for broken laws, they will remember the Prussian orders to her officers, 'leave them only their eyes to weep with;' if they will remember that the penalty for piracy and the penalty for wilful murder is death; if they will remember that the penalty for mutilating women and children should be at least burning at the stake; if they will remember the broken covenant with Belgium; if they will remember the use of poison gas and liquid fire; if they will remember the poisoned wells; if they will remember the families deliberately separated after being taken into slavery; if they will remember the crucifixion of prisoners; if they will remember the avowed purposes and plans that were to be part of further conquests; if they will remember the agony of the millions of defenders of civilization who have fallen and the woe and misery that now falls upon their families; if they will remember the material and economic losses for which lust of power is alone responsible—if, remembering all these things, justice will be meted out by red-blooded human beings, instead of mere intellectual acrobats, then all we need ask for is justice.

"My conception of justice after seeing what I have seen, dare not be committed to paper."

### "Infernal Thoroughness of Destruction, Poisoned Wells Outraged Women, Stolen Machinery, Etc."

By E. H. DARVILLE, Editor *Hardware Age*.

The business trip to Europe of the American Trade Paper Journalists, party of 15, composed of representatives of leading trade and technical papers from New York, Boston, Cleveland, Chicago and St. Louis, leaving New York October 25 and back January 1, contemplated a better comprehension of economic and social questions of vital interest to the Entente Allies, especially following the end of the war.

As a group, England, Scotland, Belgium, France and Germany were visited in turn, while some members remained a month longer "over there" covering places in Italy and Ireland on various subjects concerned with the war.

All were very familiar, during four years of unexampled carnage, with current events through print, addresses, pictures, testimony of returned participants, movies and other vehicles of thought and action. Nevertheless, we only really began to even imperfectly comprehend the enormous crimes perpetrated and to visualize the damnable German atrocities, deliberately planned and efficiently executed, after trips in special motor cars, averaging from 150 to 200 miles almost daily during two weeks. We were always in charge of a half dozen, more or less, British, French and American army and navy officers, according to circumstances.

Literally scores of devastated cities, towns and villages were examined, often in detail, sometimes flashed through at 30 to 50 miles an hour, from Ypres in Belgium, near Ostend, southerly to Chaumont (General Pershing's general headquarters), Tours, Verdun and Metz.

At Douai, 18 miles south of Lille, after eating a hamper luncheon, necessarily carried and frequently eaten in side street of a sacked city, during a halt along a road somewhere and once in a German cemetery, we saw the utter ruin of a once beautiful home which cost 200,000 francs to furnish. Dr. Paul R. Robaut, a cultured French surgeon and resident representa-



tive of the International Red Cross, had, during the preceding four years, hospitably entertained the German Red Cross officials billeted in his house, caring professionally and tenderly for the German wounded and sick as for those of the Allies.

At 5 P. M. one day early last September, he and his family were peremptorily ordered to leave town in 12 hours, taking only the few necessities possible, hand-carried.

On his return, six weeks later, his home was absolute desolation. Mattresses were slashed and contents scattered, oil paintings cut from frames, walls and ceilings backed with bayonets, ornaments wantonly broken off of furniture and unspeakable, filthy barbarities perpetrated too loathsome to describe. Although a typical case, it was neither extreme nor rare. We met a thrifty iron worker in wrecked Noyon industriously trying to eke out a pittance in the ruins of his place, where still remained remnants of metals, a few bolts, nuts, horseshoes and some tools strangely left behind. Originally he had owned six buildings, which were destroyed.

In one town there was an oldish woman occupying two bare rooms about 12-foot square, enduring hell on earth during the war, but then cheerfully trying to make the best of the situation.

Curiously, doubtless because of superstition, mirrors, from small ones to pier plate glasses, were generally intact, except for occasional unintentional injury, apparently.

Attila as the "Scourge of God," with his invading Huns, had nothing whatever on Kaiser Wilhelm and his six sons (sic), always safely in the rear; Von Tirpitz, Ludendorff, Bethmann-Hollweg, Von Hindenburg, Count Zeppelin, Von Bissing and others of the Potsdam gang, the Wilhelmstrasse and the High Command at large. For half a century, with the connivance of the Neitschke's, Treitschke's, Bernhardt's, Dernburg's, et al., they had lured the 70,000,000 Germans on in an attempt to loot and dominate the world.

Thoroughgoing Germany, playing for great stakes, with indefatigable energy, worked to a frazzle the minutest details of the subtle plans. But their psychology and diplomacy, choked by domineering arrogance, were not worth a tinker's dam. What really happened was the driving of decent, liberty-loving people, world wide, to a realization that if they succeeded it meant vassalage, and there remained nothing but a finish fight. That was not foreseen in the devilry of the Lusitania, shooting of Edith Cavell and Captain Fryatt, but that illustrates the difference between their foresight and hindsight. Self-governing people were forced to combine for thoroughly walloping the Central Empires and keeping them licked until, after long probation and positive evidence of repentance, they have learned to behave.

As Vice-Admiral W. S. Sims said (during one of several occasions when with us), in company with General Townshend of Kut and Sir Thomas J. Lipton, following our review of the grand fleet at Rosyth, the day before the German high seas fleet surrendered there, "we were taking no chances with the beggars. Every man in the combined English and American fleets was at battle station and guns shotted ready to cut loose at the first sign of treachery."

It was after 10 weeks of constant contact with the subject, in one way and another, that it was decided by the party as more appropriate to stick to "German" and forget "Hun" in referring to them. Germany had the advantage of 1500 years of progressive civilization in which to learn decency.

It was because of the infernal thoroughness of destruction of life and property, poisoned wells, girdled fruit trees, stolen machinery and furnishings, outraged women and so through the list, that determined the party to address a letter to President Wilson from London, through the American Embassy, Paris, December 19, the day before leaving for home. It was published by Lord Northcliffe and Lord Burnham in Times, Telegraph and other papers in London and cabled to the United States for publication.

The main ideas were that owing to great apprehension in France, Belgium and Great Britain, that the humanitarian instincts of President Wilson would tempt him to be too easy with peace terms for "Mittel Europa," that he personally should see at least some of the unparalleled ruin. Another desire was to pin, like a Scotch burr, on all Germany the deserved obloquy and not lift the ban by making scapegoats of a relatively few of the leaders, as the nation was back of it all. Otherwise, they would not have succeeded in holding up the world 51 months until respectable nations could organize to conquer them.

The following authoritative estimates of the damage in France

alone, made by a congress of French engineers appointed by the French Government in March, 1918, and still at work, give a faint idea of the property losses, viz.:

Devastated area, 6000 square miles.....	2,000,000 population
Buildings damaged, 500,000, one-half wholly destroyed. The most conservative money estimates are:	
Buildings damaged or destroyed.....	\$4,000,000,000
Furniture destroyed or stolen.....	1,000,000,000
Public works in ruins.....	2,000,000,000
Farm lands devastated (shellholes, trenches, forts, etc.)..	800,000,000
Livestock, agricultural implements and forests.....	1,200,000,000
Mines and steel works.....	700,000,000
Miscellaneous industrial plants, machinery and raw materials.....	4,000,000,000
Total.....	\$13,700,000,000

They estimate that it will require 500,000 men in the building trades 15 years continuously employed to replace the buildings.

A relatively few of the battlefields and more or less ruined places visited, many of them absolutely wrecked like Lens (where are the 60 coal mines of Northern France), would include the following, but not mentioned always in consecutive order, viz.: Therouanne, St. Quentin, Aire, Hazebrouck, Steenvoorde, Poperinghe, Ypres, Hell Fire Corner, Menin road, Kemmel hill, Hallum, Haubourden, Loos, Eheluwe, Ghelwelt, Lille, Fournes, La Basse, Hooze, Givenchy, Canal de la Basse, Auchy, Cambrin, Beuvry, Bethune, Lillers, St. Hilaire, Ligny, Fruges, Anvin, St. Pol, Arras, Scarpe River, Douai, Bapaume, Albert, Doullens, Frevent, Somme River, the Marne, Chateau Thierry, Noyon, Rheims, Epervy, Colombey les Belles, Montreuil, Toul, Menil-lour, Ansonville, Hamonville, Mandres, Beaumont, Dead Man's Curve, Seicheprey, Richecourt, Montsec, Hindenburg Line, Fontaine, Loupmont, Apremont, San Mihiel, Lecroix, Troyon, Verdun, Forts Vaux and Douaumont, Souville, Fleury, Sanpigny, Tours, the Voages, Meuse River, Argonne Forest, St. Nazaire, of which the above afford but a partial conception of the territory covered.

### "The Foulness and Fiendishness of the Huns" Beyond Conception of Those Who Have Not Seen Devastated Regions.

By H. L. ALDRICH, President Aldrich Publishing Co., New York.

The letter which we publishers and editors of technical journals addressed to President Wilson was as strong as it could be put with courtesy, but it was not strong enough to satisfy most of the members of our party.

We visited many battlefields in France, and were so wrought up over what we saw that we thought it our duty to request the President to see even some of the things that we saw. The fact that the President has not seen them and made only a very feeble attempt to see the terrible havoc wrought by the Huns is, to my mind, a great reflection upon the intention of the United States to deal by the Huns as they ought to be dealt with. If the President had done less hippodroming of himself around Europe and had gone right up to the battlefield and investigated for himself he would have been in far better shape to discuss peace terms as they ought to be discussed than he is now. The question of punishing the Huns is a far more important one than that of organizing any league of nations, or as British editors term it, "Wilson's League of Nations."

We visited a score or two of places that were in complete ruins—Ypres, Bethune, La Basse, Albert, Lens, Bapaume and many others. No destruction impressed us as did that at Lens. In this city and adjoining places were the homes of about 180,000 people. Each home was built of brick, and the great majority of them were one-story buildings. There is probably no room in these thousands and thousands of buildings where a man can get in out of the rain and not get wet.

That President Wilson did not see this terrible destruction and the diabolical manner in which the coal mines above the earth and beneath it were destroyed is an appalling misfortune.

Of all the things that we saw and heard, nothing approached the damnable desecration and lack of instincts of ordinary human beings than the things the Huns did at Douai. It is inconceivable that men with any human instincts would so completely rob and loot a place as was done in Douai, but this is only a part of the fiendishness of the Huns. Can you imagine any man, however brutal and beastly his instincts, being capable of going through a large cathedral and smashing everything that was not

stolen, especially, in, the score or two of private chapels that lined the walls of, both sides of the cathedral. The foul and filthy deeds of the Huns in the cathedral at Douai are beyond all description.

Whether a man is Catholic or Protestant, he is supposed to have some instincts of decency, and yet the Huns robbed the private chapel of the priest in charge of the Douai cathedral of everything that was worth taking away, and what wasn't stolen was ruined, but the very limit of anything that a human being had ever done for centuries was to take the sacred robes of this priest, throw them on the floor in the corner of the room and defoul them.

I submit to you if it was not the duty of President Wilson to see some of these things before he wasted so many weeks on his "League of Nations." The Peace Conference has as yet done nothing directly toward the punishment of the Huns.

People in America who have not visited the battlefields and talked with the French and British have not the slightest idea of the foulness and fiendishness of the Huns.

I hope you will bring all of your influence to bear to see that the brutes and beasts are given all the punishment that the world can conceive of to fit the crime.

To let the Kaiser and his leading generals retain their freedom is beyond comprehension of those of us who have seen the foul deeds that the Huns perpetrated for over four years. It seems to me unfortunate that the terms of the armistice did not require the delivery of the bodies of the Kaiser and his henchmen over to the Allies, so that proper punishment could be given them.

### The Wreck and Ruin in France Was the Work of the Whole German Nation.

By A. J. BALDWIN, Vice-President McGraw-Hill Company, Publishers of Chemical and Metallurgical Engineering, Engineering and Mining Journal, Engineering News Record, etc.

We visited Douai. The city was sacked by the Germans when the Hindenburg line was broken, and, so far as I know, was the only city to which those methods were applied so universally. On the fifth of September last past the inhabitants were notified to be out of the city before 5 o'clock the following morning. So they were driven out. We arrived in the city before very many of the refugees had returned.

It was not so much the destruction of the bridges, the blowing up of the factories to make industrial France impotent, or the systematic removal of machinery that appalled me, as it was the destruction of the homes of the people. Every house was in ruins. Each had been systematically and wantonly destroyed. The furniture was broken. Every piece of metal, such as chandeliers, bathroom fixtures and pipes, was removed. The upholstery of chairs was cut away; the covering on spring mattresses was removed; feather beds had been opened and the feathers strewn everywhere, and the lath and plaster of walls had been smashed in, either wantonly or looking for secret chambers.

This was true of every home. There seemed to be no exception. It applied equally to the rich and to the poor. And, indeed, it was a heartrending sight to see a mother with a child clinging to her returning to a home so ruined and despoiled. Personally, that little incident which Robert Burns made immortal came to my mind, of how in plowing his fields in bleak December he upturned the home of a little field mouse. He felt so sorry that he wrote that poem:

"Thy wee bit housie, too, in ruin!  
Its silly walls the winds are strewing!  
And nothing, now, to build a new ane  
Of forrage green!  
And bleak December's winds ensuing  
Both cold and keen."

That poem has been taught to every English-speaking child for a hundred years. I am grateful that our philosophy knows the word "pity." Personally, I do not believe that a common soldiery drawn from our people could have been found who would ever have wrought such complete destruction, no matter what the orders may have been.

"War is glorious," said the Crown Prince. He spoke as a participant, but in fact he was a mere observer, for he remains unharmed (as yet) except that his pride may be mortally

wounded. One can well imagine that a man of his ideals could enjoy the spectacle of airplanes hovering above the din and roar; of vapors, greenish and death-giving, drifting across No Man's Land; of bursting shells and the terrific detonations of exploding mines; of the movements of troops and cannon. The life, the force, the terror of it all must have made a marvelous spectacle to a mere observer. But when we passed over devastated France all was quiet. Cannon had been moved; the troops had gone. There were no towns, no villages, no homes. There were no trees. The whole land was withered with the blight of war. Thousands of square miles of industrial France have been made desolate. The work of destruction was deliberate, premeditated, and well executed. The Kaiser wrote the Emperor of Austria in 1914:

"My soul is torn asunder, but everything must be put to fire and blood. The throats of men and women, children and the aged, must be cut, and not a tree nor a house left standing."

The Kaiser may have planned it, as the head of an autocratic government he may have decreed it, but one who has passed through the devastated area and through the occupied regions of France and noted the completeness of the work of destruction and the evidences of looting and pillage is forced to the conviction that it was the work of a whole nation.

For a whole generation the world has sat by and seen that great people place as the cornerstone of its every action the principle, "Deutschland Uber Alles." "Germany over all" was taught in the universities, in the forum, in the factory, until a whole people was convinced that anything was right so long as it helped the German State; that as an individual they owed allegiance to their sovereign; that no laws of man or God could interfere with such allegiance. And that no obligation of the State itself was binding if it at all conflicted with their great principle of "Germany over all."

The Nazarene taught that whosoever would save his life shall lose it, but whosoever would lose his life, the same shall save it. If that is true of the individual, is it not true of a nation as well? Germany by her acts of selfishness, by her crimes and by her disregard of all others, has plunged her people into unspeakable woe. "Germany over all" has resulted in Germany over none. A selfish patriotism has brought her only disaster.

Our stand as a nation in entering the great struggle brought us a great blessing. It nationalized us. It made us all better patriots. It made us all better men, more unselfish. It united us all in the cause of suffering humanity. And now that the sacrifice has been made, and victory, as far as war is concerned, is ours, we must not forget the great truth that selfishness will destroy the great usefulness of a nation as truly as it will sap the vigor and character of the individual.

### "Germany Deserves Only Sternest and Swiftest Justice."

By H. COLE ESTEP, Editorial Director, Penton Publishing Co., Cleveland, O.

Herr Ebert, who now styles himself President of Germany, is still whining about the severity of the terms of the armistice, while between whines he is indulging in the characteristic German bluff and bluster about "resistance to the uttermost against encroachment from whatever source." Herr Ebert knows he is bluffing, for he knows that the German nation, fortunately for the safety of civilization, is thoroughly beaten both industrially and in a military way. His whines are solely for the purpose of bringing about a state of feeling among the Allied nations which will make it possible for Germany to escape some of the punishment she so richly deserves.

I do not know whether Herr Ebert has ever been to Douai, but in that one city alone, without going any further or anywhere else, he can find plenty of justification for all of the conditions of the armistice and then some. A nation which can do what the Germans did to Douai in an organized manner deserves only the sternest and swiftest justice. Revenge is no word or feeling to apply to such a situation. The crime is so huge that no possible revenge could balance it. What Germany must submit to before she can again become a member of the society of nations is justice—cold, stern, scourging justice.

## Barbarities, Torture and Violation of Women and Children Too Horrible to Repeat.

By H. M. SWELTAND, President United Publishers' Corporation.

Our letter to the President, demanding investigation and punishment for crimes committed by the Germans as a nation and as individuals, was written after our party had spent several days motoring along the devastated front and witnessing the unavoidable destruction as a result of so great a conflict, as well as the evident vandalism and wanton destruction of unimportant personal property, art treasures, cathedrals and homes. To this was added at every inquiry the stories of barbarities, torture and the violation and mutilation of women and children too horrible to repeat and too frequent to plead exception. Even in the record of barbarous and uncivilized nations fighting from selfishness and greed, history does not record such wilful violations of the rules of warfare. The barbarians fought under uniform practice; the Huns fought a war of barbarities among civilized nations. The innocent blood of Belgium and France, as well as the suffering of starving prisoners held in Germany, cry out for justice. In all modern civilization, the one factor that holds the lawbreaker in check is the certainty of punishment for crimes committed. To leave unpunished the crimes committed in the late war is to destroy the only safeguard to a future peace among nations.

It was in the midst of these desecrations, these violations of every law of modern warfare, that we were stirred to demand as American citizens that the first step to a universal peace shall be the trial, conviction and punishment of crimes committed outside and beyond the crime of bringing a devastating war among the civilized nations. Until such justice shall be enacted, all talk of universal peace is untimely, unoperative and incoherent. The civilization of this country, guarding the equal right of all citizens to life, liberty and the pursuit of happiness, would long since have given place to anarchy but for the right to inflict punishment for crime. No other principle can be substituted in a peace propaganda among nations, and never should be considered until this first principle has become the foundation and such action taken as will read into history the acts which will guarantee to posterity the right of nations to life, liberty and the pursuit of happiness.

## Justice a Travesty if Barbarous Huns Go Unpunished of Their Crimes.

By HENRY G. LORD, President Bragdon, Lord & Nagle Company, Inc., Publishers Textile World Journal, Boston, Mass.

The letter to the President was inspired by our visit to Douai, where we first saw the awful evidence of malicious and wanton destruction so carefully planned and thoroughly carried on in every petty detail as to leave no doubt of the eager co-operation of brutal soldiers with the cruel design of their masters.

Douai is a beautiful little city, which was within the German lines since the first rush into Belgium and France, in 1914.

When the British advanced in the summer and autumn of 1918, they did not make a direct attack on Douai, but "pinched it out" by driving wedges on either side, compelling the Germans to evacuate.

The town was little damaged by shell fire, and on entering we were surprised to find street after street looking uninjured, but deserted.

The Germans had driven out the inhabitants a few days before the evacuation and had then sacked and destroyed the contents of every house and shop. Every room was systematically wrecked—carpets and rugs cut to pieces, beds and furniture smashed, mattresses torn open and feathers scattered, books ripped to pieces, pictures cut from the frames, every ornament broken, private correspondence and photographs torn and scattered. There was absolutely nothing left whole. Even the churches were desecrated and wrecked in the same way. The pitiful tales told by the few refugees who had found their way back to their desolated homes were heartbreaking.

The necessities of war might excuse the destruction of Ypres, Arras, La Bassée, and even Rheims, but Douai, never. That devilish work was planned and executed by men who were possessed by Schadenfreude, a German word for which, thank God, there is no exact English equivalent. It means the lust or joy of inflicting pain. I have often thought that was the dominating

motive of the Germans in the war, not merely cruelty, but the craving for it, so that they were constantly planning it and thinking of new deviltries.

When we left Douai it seemed as if we could hardly contain ourselves. We felt something must be done to bring these criminals to justice. Can it be possible that there is a chance of the leaders escaping?

These people have violated not only the laws of war, but the very fundamental laws of decency and humanity. To permit them to escape without adequate punishment is unthinkable. Those who planned and executed such horrors as the sinking of the Lusitania and the crimes of Douai must be punished as common criminals or else justice is a travesty. It was with this thought that we addressed the President.

In the first draft of the letter we urged him to visit the devastated cities and towns of France to see for himself the awful evidence of German frightfulness; but this seemed superfluous advice, so we cut it out. I regret that he has as yet only paid a brief visit to Rheims. On his return to France I hope he may see some of the Huns' more subtle barbarities. If he sees for himself it will not be possible for him to consent to any remission of just punishment for the criminals. We have not yet had any acknowledgment of our letter.

I feel that there should be no more question of the treatment of these men than of any other violators of law. The state of war does not excuse them. No military purpose was served. The visible evidence is enough to convict them, but if trial of the leaders is necessary, then try them first. If such crimes are condoned, then such atrocities will become acknowledged and recognized acts of war for years to come, and the Germans will fail to recognize the horror in which the world holds them. Even if we should condone them, they are none the less crimes in the sight of God, and we immeasurably lower our own self-respect and standards of decency and morality by permitting them to go unpunished.

## Germany Should Be "Made to Pay the Price."

E. F. CUTLER, President Shoe and Leather Reporter, Boston.

On account of pressure of business, I have not had time to give a sufficient amount of thought to a proper reply. It is a long story, as you know, and when one starts to talk about German atrocities in this last war he hardly knows where to begin or where and when to end.

Of course, while I was on the other side I did not see the actual German atrocities taking place. I did hear from eyewitnesses of several barbarous acts.

I did, however, see the result of the pillage and wanton destruction in Douai. Every single house in that city was ransacked from cellar to roof. When the Germans vacated they did not intend that the French should find anything of value in their homes when they returned, and I assure you that the French found nothing but ruin. What was not stolen was destroyed, and the vilest messes were deposited in many of the homes.

In a place like Lille, a city that was left standing by the Germans, there was not much destruction. But think of the mines that were planted there, timed to explode as late as January, after the people were once more established in their homes in that city! Fortunately, the armistice made it necessary for the Germans to disclose where they had planted these mines. But even at that, one was missed that we know of, because before we left France we heard of a mine explosion in Lille which caused the death of 17 souls.

I admit that when I went abroad I had a rather partial feeling for the German people. I believed they were not so much to blame, but that it was a case of their rulers and the military commands. I returned from my trip with no semblance of such an idea in my head. I believe that the entire German people are to blame, from the Kaiser down to the lowest peasant. The common people have been willing pupils and they learned their lesson well.

Seeing is believing, and I do not believe that anybody could go over the battlefields and see the destruction which has taken place, talk with the unhappy victims, and not come away with a thorough disgust and abhorrence of the people who were responsible for it. I sincerely hope that the Allies will see to it that they pay the price, and may it be a big one.



### **"Justice" to Germany Must Be Meted Out by Red-Blooded Human Beings, Not Intellectual Acrobats.**

By H. E. TAYLOR, Dry Goods Economist, New York.

I have yours of February 7 and 15. I regret that I did not reply earlier to your first letter, and that I can hardly reply adequately now.

The sentiments expressed in our published letter to the President are but the mildest form in which we could courteously put them.

A League of Nations is one thing. The findings and terms of the Peace Conference are an entirely different matter. Justice is justice. "Justice" to Germany and Austria alone is entirely insufficient, as that term of justice is usually misinterpreted.

If, in determining justice and in fixing and executing penalties for broken laws, they will remember the Prussian orders to her officers, "leave them only their eyes to weep with;" if they will remember that the penalty for piracy and the penalty for wilful murder is death; if they will remember that the penalty for mutilating women and children should be at least burning at the stake; if they will remember the broken covenant with Belgium; if they will remember the use of poison gas and liquid fire; if they will remember the poisoned wells; if they will remember the families deliberately separated after being taken into slavery; if they will remember the crucifixion of prisoners; if they will remember the avowed purposes and plans that were to be part of further conquests; if they will remember the agony of the millions of defenders of civilization who have fallen and the woe and misery that now falls upon their families; if they will remember the material and economic losses for which lust of power is alone responsible—if, remembering all these things, justice will be meted out by red-blooded human beings, instead of mere intellectual acrobats, then all we need ask for is justice.

My conception of justice after seeing what I have seen, dare not be committed to paper.

### **"Less Elocution and More Electrocution" Needed in Dealing With Germany.**

By ROBERT W. ALLEN, President and Treasurer of the Allen-Nugent Company, Publishers of Nugents.

May I say at the outset how much I regret that every person, either directly or indirectly helping to form public opinion in any of the Allied countries and America, has not seen what we saw on that memorable trip.

I venture to express the personal opinion that one of the qualifications for determining the guilt and the punishment of the rulers of Germany and the German people should be a complete survey of the ruin wrought so wantonly by the Germans. In this connection you will notice I do not intend to call the Germans anything but "Germans." To any right-thinking civilized mind that is stigma enough and one that will remain as such for generations.

As you will recollect, our letter to the President pointed out several things. First, that as eyewitnesses of the results of this terrible world tragedy we believe that the German people were equally guilty as the German Kaiser. That fact is, I believe, easily demonstrable, and should be constantly borne in mind. Secondly, a point for every civilized thinker to remember is, as we said in our communication, that world peace can be more easily and surely maintained if international criminals are punished under existing criminal law, even though it be international law, than to let them escape full punishment and sternest justice while we are attempting to make a new set of laws. If crimes are not punished under existing law, what advantage can there possibly be in making a lot of new ones? Laws exist against murder, piracy, pillage, rape, robbery, arson; in fact, all the long category of crime, under which the whole German nation, from the Kaiser to the lowest peasant, may be adequately punished.

Idealism, utopianism, lovely theories, all carefully presented in a wonderfully and perfectly arranged vocabulary, are of little account when going up against the stern realities which confront the world today.

There is a vast difference between elocution and electrocution.

The former may be tiresome and irritating, but it never de-

terred criminals from committing murder. What we need in our handling of this German question is less elocution and more electrocution.

I cannot close this communication to you without taking advantage of the opportunity to say to your intelligent audience of readers that as they value their Americanism, as they pride themselves upon their loyalty, as they profess a desire to be good and useful citizens of the United States, let them look with suspicion on every report, whether verbal or the printed word, that would have the effect of in any way disturbing the present harmonious and amicable relationship of our Allies and ourselves. German propagandists are busier today, in my opinion, than they ever were in the history of the world. Unusual conditions provide a fertile soil into which to sow these seeds of dissension and disturbances.

As one who has been there, as one who has seen and talked with the people of England and France, not only those in the diplomatic walks of life, but hundreds of those in the humbler spheres, let me assure your readers that England and France thoroughly appreciate the great debt of gratitude which they and all humanity owe to the United States. They are grateful; they are appreciative, and they want the people of America to know that if any certain action is taken over which misunderstandings may arise, if half-truths are circulated as the whole truth by interested Pro-Germans with a following, distrust and suspicion among the Allies, England and France want America to know that back of all this propaganda is the great ulterior German motive.

America is the most beloved nation on the face of the earth today. England and France do not take second place to any other nation in this affection. They both ardently want and are strenuously working to maintain these pleasant relations, and I am sure would not knowingly or intentionally do anything that was not necessary for their own self-preservation that would cause a breach of the present fine relationship of the Allied nations.

In closing I would like to say to your readers that the man or woman or the daily paper that either through ignorance or with criminal intent circulates and spreads gossip calculated to make one of the Allied nations distrust another, should be looked upon with the sternest suspicion. There must be no serious dissension; there must be nothing more than friendly differences of opinion between the United States of America, England, France, Belgium and Italy.

On the continued friendship of these nations, bound together, as they now are, by the strong bond of service to each other, of sacrifice for each other, and service and sacrifice in the interest of all the peoples of the earth, lies the great hope of everlasting peace on earth.

### **World Cotton Convention at New Orleans in October.**

The first world cotton conference since 1907 will be held in New Orleans in October of this year. The preliminary announcement is made thus far in advance because of the importance of the gathering. Representatives will be present from Great Britain, France, Italy, Holland and other European countries, as well as from China, Egypt, India and Peru.

The conference is being promoted by the National Association of Cotton Manufacturers, and arrangements are in the hands of a former president, Mr. J. H. MacColl, treasurer of the Lorraine Mills, Pawtucket, R. I., and Mr. Rufus R. Wilson, secretary of the association.

There will be delegations from numerous interests allied with the cotton industry in this country—the fertilizer men, the ginners and manufacturers of ginning machinery, compress men, the warehousemen, the merchant, factor and broker, the railroad men and the steamship men, the cotton spinner and the manufacturer of textile machinery. The banks and bankers will be largely represented also.

### **How Government Will Sell Its Chilean Nitrate.**

Washington, February 24—[Special.]—An agreement has been reached whereby the quarter of a million tons of sodium nitrate owned by the Government in this country will be disposed of through importers. An equivalent, owned by the United States but still in Chili, will be sold to foreign interests.



# Meaning and Force of New Orleans' Cotton Convention

By W. W. MORRISON, New Orleans.

In studying the force and meaning of the cotton convention, recently held in New Orleans, it will be illuminating to differentiate, sharply, between the politicians and the political element among the farmers who largely controlled such conventions in the past, from the merchants, bankers and farmers, who now make up what is known as the cotton-producing interest, and who, directed the deliberations of the convention and will have charge of executing its plans.

The spirit which informed and dominated practically every movement of the kind heretofore, stressed the importance of securing outside aid of some kind, usually through some sort of legislation, either State or national. The emphasis always given to this view, by the element named, had the direct effect of impairing the morale of the farmers and potentially disqualifying them for making a self-reliant fight which common sense indicated was the only direction in which lay any hopes of success.

The recent convention was notable for just the opposite. It was made perfectly plain that the farmers must rely absolutely on themselves; that no aid outside of what was proposed by the convention was needed, nor could any be expected, legislative or otherwise. Every tendency to appeal to, the Government was suppressed and the convention was held, strictly, to the consideration of the importance of holding what was left of the present crop, and devising plans to reduce the next crop to where it would put the holding movement on a solid business basis.

A spirit of self-reliance and a confident ability to take care of the situation unaided was evident on all sides. This was reflected in the attitude of the personnel of the convention towards some events that had greatly depressed the future market. For instance, it was generally felt that labor troubles at the mills, after all, did not make the obvious need for cotton any less, and, since they could carry their cotton longer, by far, than the world could wait for it, delays caused by defective transportation facilities and embargoes of various kinds were, really, matters over which the spinners and consumers should worry, not the farmers.

It was the clearly defined opinion of the convention that there was no more cotton than was required to supply the desperate needs of the people of the world, including, it was emphasized, every bale of the low grades as well as the high. The prevailing pessimism as to the outlook for cotton and the low prices, were regarded, therefore, as wholly artificial. The general conclusion being that these artificial conditions would pass, but the desperate needs of millions of destitute people would not. Hence, it was plain that the most effective, in fact, the only remedy was to wait until time removed the difficulties which, it was reasonable, the pressing needs of the world would certainly ultimately compel.

The plans of the convention to promote the holding of cotton and to secure a reduction in acreage, has been given to the public through the press, so there is no need for reviewing them here. It should be stated in connection with these plans, that peace found every community in the South better organized, by far, than it ever was before for community work. It was the outcome of the organizations found necessary to raise the various funds required by the war. These organizations made public opinion immediately and tremendously effective. Now there is no sort of doubt about public opinion being back of this movement to hold cotton and reduce the acreage.

I talked with many members and found that most of them had in their minds making use of these war organizations, in some way, in carrying out the plans of the convention. It is reasonable that they can be made most effective in the coming campaign. The most potent factor, however, will likely be the fact that cotton is now selling well below what practically all the farmers believe it cost to grow it. Then, it is well to remember that, at the time of other movements of the kind there were no organized markets for diversified products like there are today. Hence, it was not then so easy, or so profitable, to turn away from growing cotton as it is now. The fact is, it is not only easy now, but really attractive, since the returns from diversified products have, in recent years, been steadily more satisfactory than have been the returns from cotton.

While the discussions were very frank the convention was notably free from anything like vindictiveness. No intemperate

speeches were made. There was no effort towards anything like fixing prices and there was no disposition to interfere with individual initiative, except through a common sense appeal to the individual's reason. In this respect the convention differed conspicuously from all the conventions of the past ruled by the politicians and the political element among the farmers. Altogether, the spirit which informed and directed the convention, I take it, augurs well for the final achievement of what has been undertaken and gives a most reassuring answer to the question, which naturally arises, "will the undertaking of the convention be a success?"

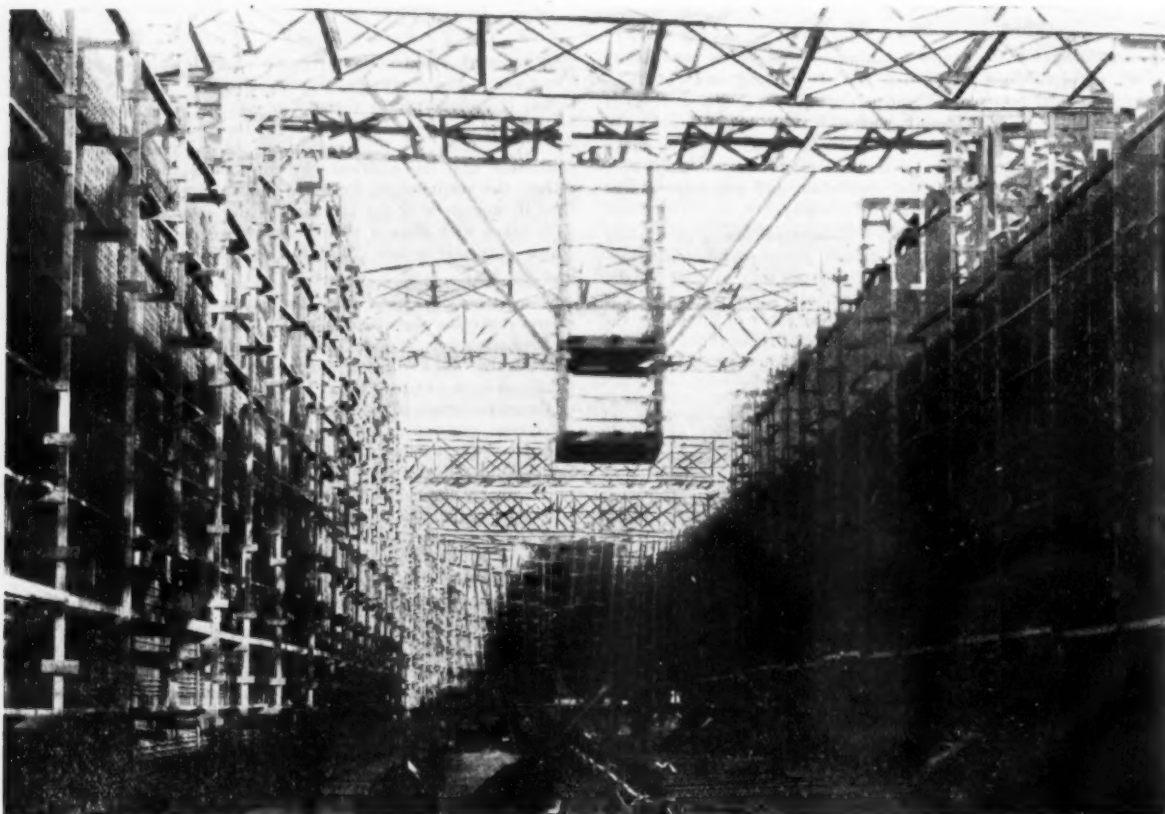
From what he observed at the convention and from what he knows regarding the attitude of the leading men in many sections of the cotton belt, the writer feels it safe to say, that most of the constructive minds of the South—the real builders—are in this fight and in it to win. They feel that to surrender the liquidation of the cotton crops to outsiders would mean a return of the cotton producers again to a state of economic slavery, so blighting a feature of the agricultural life of the South for 40 years after the close of the civil war. Hence, the feeling is practically unanimous among men of this type that primacy of the South in the cotton affairs of the world must be made secure at all hazards; that the moral effect of making that primacy secure in the present crisis counting the years in the future, is immensely more important than protecting the present crop or the next, though it necessarily involves the protection of both.

It can be said that the convention reflected the spirit of the new era in the economic and industrial life of the South, that has been assuming rather definite shape in recent years. It means that the problem of southern life is now being subjected to a more scientific analysis than they were at any time in the past, and are being dealt with by men better trained and with larger financial resources at their command, than the training and resources which were available in the old days.

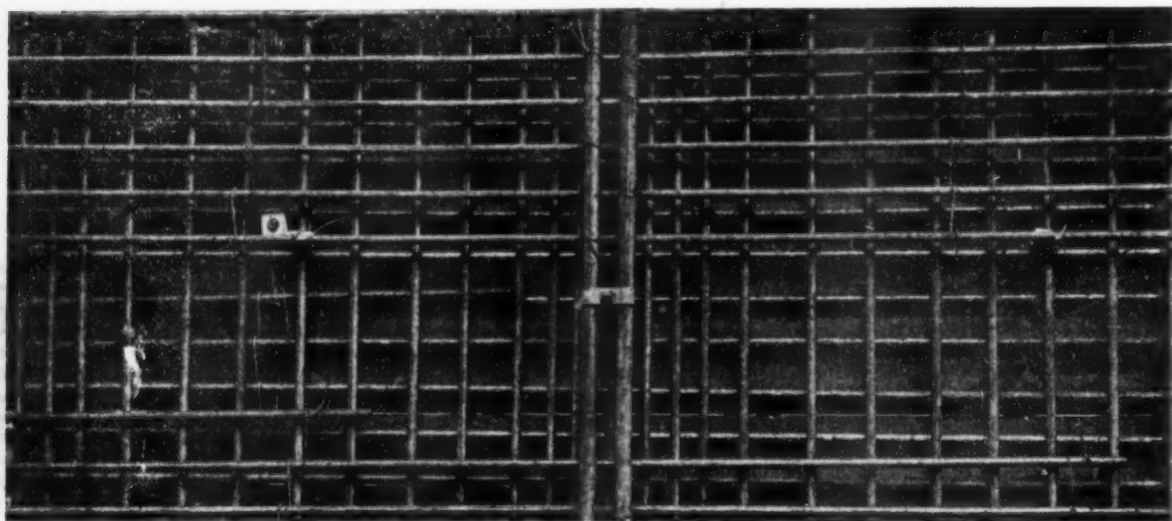
On the whole, all signs, ethical, economic and the psychology which grows out of the mental bent of the people, point to the speculators, spinners and consumers being decisively taught that it is a very dangerous thing to sell cotton below what it cost to grow it, as some of them have been doing, for everyone at all informed as to conditions among the cotton producers, realizes that the only way to secure a dependable supply of cotton, now a vital world necessity, is to make the profits in its production more attractive to the farmer, than the profits in other pursuits and other products have already proven to be.

## New Process Simplifies Raw Sugar Refining.

New Orleans, La., February 21—[Special.]—Professor W. G. Taggart of the Audubon Sugar School of Louisiana State University is the discoverer of treated rice chaff as a sugar refining agent, and Lieut. George Blardone, also of New Orleans, has been awarded the priority for untreated rice chaff carbon. This is the decision of the U. S. Patent Office in a controversy that has been waged in this State and in the Patent Office in Washington for over a year between the successful petitioners and other prominent Louisiana chemists as to the priority of discovery of this new decolorizer. Lieutenant Blardone was an amateur chemist when he first conceived the idea that rice chaff could be used for refining sugar and given a commercial value just like the once disregarded cottonseed now has in the cotton industry. Professor Taggart co-operated with Blardone and experiments proving the efficacy of the discovery were made at the Experiment Station, Audubon Park, New Orleans. The first result of the discovery will be to give rice chaff a position in the Southern agricultural list and then it will simplify the refining of sugar and make it very easy for the Louisiana planters to refine their own raw sugars. Without compelling any extra expense it will enable the manufacturer to make a more uniform grade of direct consumption sugar and all of this without the great cost of installing a boneblack plant in connection with their factories. The process as developed by the Audubon Sugar School will be a gift by the station to the sugar industry of Louisiana.

**CONCRETE SHIPS UNDER CONSTRUCTION AT JACKSONVILLE (FLA.) YARDS.**

FRAMEWORK, LOOKING FROM STERN TO BOW, OF CONCRETE VESSEL DESIGNED FOR CARRYING OIL, UNDER CONSTRUCTION AT THE A. BENTLEY & SONS COMPANY'S YARD, JACKSONVILLE. ONE OF TWO SISTER SHIPS, WITH DIMENSIONS 434 FEET OVER ALL, 54 FEET WIDE, DRAUGHT 36 FEET; WILL CONTAIN 1600 TONS OF STEEL AND 2600 YARDS OF CONCRETE. TOTAL WEIGHT 5000 TONS. THEY WILL BE EQUIPPED WITH OIL BURNING ENGINES DEVELOPING 2800 HORSE-POWER, DESIGNED TO CARRY 7500 TONS CARGO. CARGO SPACE DIVIDED INTO OIL TANKS AS SEPARATE UNITS.



NEAR VIEW OF STEEL REINFORCING IN CONCRETE SHIPS UNDER CONSTRUCTION AT A. BENTLEY & SONS COMPANY'S YARD, JACKSONVILLE. WITHIN THE WALLS OF CONCRETE WILL BE A CONTINUOUS CRISS-CROSS OF STEEL BARS, RANGING FROM  $\frac{3}{4}$  OF AN INCH TO 1 $\frac{1}{2}$  INCHES IN DIAMETER. EACH JOINT WHERE THE BARS CROSS BEING SECURELY MADE FAST WITH PERMANENT BINDINGS TO PREVENT ANY POSSIBLE WORKING AT ANY TIME OR UNDER ANY AMOUNT OF STRAIN.

### Ship Construction Proceeding Rapidly at Rockport.

Corpus Christi, Tex., February 22—[Special.]—Work is rapidly progressing on the four 3500-ton wooden hulls which are being built by Heldenfels Bros. at Rockport, 32 miles northeast of this city. It is believed that one of the vessels will be ready to be launched some time in March. It will then be towed to Beaumont, Tex., where the machinery will be installed. These ships are being built for the Emergency Fleet Corporation, and it is estimated that they will cost about \$700,000 each completed.

If the present rate of work is maintained, the second vessel will be launched in April, the third in June and the fourth either in July or August. Heldenfels Bros. have a contract to build four more vessels, but there is a provision that will permit the Government to substitute a different type should conditions make a change necessary. A Government representative is expected to arrive at Rockport next week to confer in regard to the situation.

Mrs. Woodrow Wilson, who had the privilege of naming the vessels, has given names to three of them. They are Baychester, Zuniga and Yuno.

The ships which are being built at Rockport were to be used for hauling freight to Europe, but it is said now that they will be diverted to South American trade.

Rockport was a village of only 600 persons until about a year and one-half ago. The bringing in of 500 to 700 workmen in the shipyard has caused the sleepy little town to grow into a bustling city of 3000 inhabitants. In former years most of the merchants closed their stores during the noon hour, but they find it necessary now to remain open to take care of the increased business. The postmaster reported that the postal receipts increased from \$3620 in 1917 to \$8000 in 1918, and that the office would be made a second class one shortly.

Rockport put up a bonus of \$50,000 and furnished a site of 13 acres to get the shipbuilding yard. One-fourth of this is payable upon the completion of each of the four ships. Plans are being made for the running of excursion trains from San Antonio and other places at the launching of the first ship, and it is believed that the visitors will set a new record for this little fishing and tourist resort.

A 21-foot launching basin was just completed February 10. This runs to Port Aransas, which is several miles from Rockport.

### Norfolk Plant Building Concrete Barges.

Norfolk, Va., February 20—[Special.]—The first concrete barge to be constructed by any shipbuilding company in the Hampton Roads district will be launched about March 1 by the National Concrete Boat Co. of Norfolk.

The plant is near the Portsmouth Navy-yard, on the Gilmerton branch of the Elizabeth River, where six shipways are to be constructed as soon as possible, three for the launching of concrete barges and three for tugboats and steamers.

The company is capitalized at \$300,000. H. B. Spear is general manager. He was formerly president of the West Coast Shipbuilding Co. in Seattle, but more recently on the staff of General Goethals in Government shipbuilding work. The officers of the company are: W. F. Robertson, president; J. M. Priest, vice-president; B. F. Mitchell, treasurer, and J. A. Addenbrook, secretary, all of Norfolk.

### Shipyards Return to Private Control April 15.

Howard Coonley, vice-president of the Emergency Fleet Corporation, has announced that private yards will be relieved of their control by the corporation about the middle of April. The reason is that private control is cheaper and more efficient.

### New Gas Mask for Industrial Uses.

Experiments are being conducted at the bureau's Pittsburgh station of the Bureau of Mines with a view to perfecting a gas mask for use in mining and allied industries; a mask that will combine the good features of the old style protection and the latest improvements made in the gas masks used in warfare.

The investigations are being made by men having a thorough knowledge of mine rescue apparatus and military gas masks, thus combining military science with the arts of peace. A complete schedule of tests has been arranged in order that the apparatus finally adopted may be as perfect as experience and skill can produce.

### Strength of Concrete Increased by Simple Process Over 100 Per Cent., According to Claims of Texas Engineers.

Austin, Tex., February 20—[Special.]—Recent experiments conducted by the Engineering Division of the Bureau of Economic Geology and Technology of the University of Texas have resulted in the valuable discovery that by a simple process of "rodding" the strength of concrete may be increased more than 100 per cent. These experiments were conducted under the direction of Prof. F. E. Giesecke, head of the division, but the idea was conceived by G. A. Parkinson, assistant testing engineer.

"The purpose of the investigation," said Professor Giesecke, "has been to determine the effect of rodding wet concrete after it has been placed in the forms to remove the excess water from it instead of using the old method of spading or tamping, and to find a way to prevent the injuring of the strength of the material which always results from the use of excess water when the water is allowed to remain in the concrete.

"This investigation was begun a little over a year ago," he said, "at the suggestion of G. A. Parkinson, assistant testing engineer, and the results obtained so far are very gratifying. It has been shown that in the case of concrete containing about six sacks of cement per cubic yard, and mixed with about 10 per cent. of water, the strength of the concrete can be increased fully 100 per cent. by rodding; that is, by working an iron rod up and down in the concrete so as to allow the excess water and entrapped air to escape upward.

"Some specimens were treated in this manner in the laboratory for seven hours and developed an average strength of 4644 pounds per square inch in 28 days, as compared with 1962 pounds developed by specimens of exactly the same composition and age, but which had not been rodded.

"The concrete is rodded in the manner described at intervals of about 30 minutes until the material is too firm to permit further rodding.

"The Engineering Division is conducting additional tests to determine how the effect of rodding varies with the percentage of excess water and with the percentage of cement, and also how rodding can best be applied to concrete highways."

### Improvement Noted in Hardwood Industry.

Cincinnati, O., February 13—[Special.]—Hardwood manufacturers in Ohio, West Virginia, Virginia, Kentucky and Tennessee expressed themselves as optimistic over the future of their industry at a meeting in the Sinton Hotel yesterday. The meeting was called by the Eastern division of the American Hardwood Manufacturers' Association, which comprises the States above mentioned, and conditions in the hardwood business were thoroughly discussed. Frank R. Gadd, manager of statistics of the American Hardwood Manufacturers' Association, presided at the meeting.

The general consensus of opinion was that business had improved materially in the last two weeks. A very great improvement is expected in the next 60 days. Production was 53 per cent. for the last two weeks under normal as compared with 43 per cent. the preceding 15 days.

The summary of the meeting showed that hardwood manufacturers are having no trouble with the labor supply. The return of war workers from munition plants and soldiers and sailors from camps and ships is taking care of the shortage heretofore felt. The stock report showed that there was only a decrease of 15 per cent. in stocks under the normal supply.

Collections were reported as rather slow, but the market as a whole showed improvement, with a firm undertone.

### South Carolina Interested in Livestock.

The News and Courier of Charleston, S. C., has published a livestock supplement to their issue of February 11. It consists of 88 pages of reading and advertising matter, and is devoted chiefly to the presentation of some phase of growth of the livestock industry.

Special stress is laid upon the fact that throughout South Carolina there is a keen interest in the production of more and better hogs and cattle, and that the time is near at hand when livestock must again become a principal industry of a part of that State.



# Jacksonville's Great Constructive Program for Trade With Latin-American Nations

By E. T. HOLLINGSWORTH, JR., Jacksonville, Fla.

Great preparations are being made by business houses of Jacksonville, municipal authorities and shipping interests for increased reciprocal trade relations with Latin-American nations. The next few months will see the installation of the latest improved port machinery to facilitate the loading and unloading of ships and the establishment of several additional ship lines to the ports of South America and the West Indies.

Demonstrating that exporters of various commodities are preparing for increased business with buyers in Latin America, the port of Jacksonville is literally running over with naval stores, at least 150,000 barrels of rosin and hundreds of thousands of gallons of turpentine being stored at the Commodores Point docks and terminals. At the municipal docks large stores of cotton and other commodities are waiting shipment to the South or the inauguration of new steamship lines destined to move these necessities to those countries that have practically done without them during the period of the war. At the docks of the Putnam Lumber Co., the Gress Lumber Co., the Cummer Lumber Co., Carpenter & O'Brien Lumber Co., the municipal docks, the Seaboard Air Line export docks and Atlantic Coast Line export terminals are massed millions of feet of yellow pine and cypress awaiting bottoms to carry it southward.

Additional warehouse facilities are being built by the municipal docks which were erected five years ago at a cost of over \$1,250,000, and there is a feeling of general optimism prevailing throughout the entire section over the prospects of increased business with Latin America.

One of the most important movements made within the past decade for the development of the port of Jacksonville is that of the city commission, which voted recently to purchase a fireboat, gasoline-driven, for the protection of the millions of dollars' worth of waterfront property and the ships in the harbor. This boat will be built by one of the shipyards in Jacksonville and the latest improved pumps and machinery installed, the chief of the fire department announcing that the boat would throw 21 streams of water in an emergency.

The five great shipyards in Jacksonville—Merrill-Stevens Company, St. Johns River Shipyard Co., Morey & Thomas, J. M. Murdock and A. Bentley & Sons Company—are busy turning out steel, wood and concrete ships for the Shipping Board, and 6000-ton dry dock and 3500-ton marine railway near the municipal docks is nearing completion. This will be an added inducement for increased shipping activity at this port.

In order to keep pace with the growth of the waterfront and the livestock industry, Armour & Co. are pushing the fourth addition to their meat-packing plant, which when completed will have quadrupled their capacity within two years. The Jacksonville Grain Elevator Co. is making plans for a great increase in corn production in the State during 1919.

In a recent statement J. M. Braxton, United States Engineers' Department, with headquarters in this city, announced the securing of 27 feet of water at low tide to the municipal docks, with 2-2-foot tide, thereby allowing large ships to make the harbor with ease, even when drawing as much as 30 feet. This

in itself is one of the greatest inducements for increased shipping for the port of Jacksonville, and is being taken advantage of by port officials.

With the organization of the South Atlantic Maritime Corporation, whose purpose is to develop foreign trade between the ports of Jacksonville, Wilmington, Charleston, Savannah and Brunswick, and the ports of Latin America, one of the most advanced steps has been taken toward accomplishing what the South has only dreamed of for the past 50 years, and when the first ship heaves anchor in Savannah in March en route to Brazil, it will be considered as marking an epoch.

In addition to waterfront and shipping activity increasing in Jacksonville, there is a general industrial improvement. New apartment-houses are being built, the bridge across the St. Johns River, which has long been a necessity and work on which was halted on account of the war, will soon begin to take shape. Permission has been received from the War Department by the county commissioners to postpone the date of completion to 1920 instead of 1919. The new two-million-dollar depot that has been under construction for over a year is nearing completion, and will be one of the handsomest in the entire South. New paving is planned for many city streets, and many State highways will be built and repaired.

At no time in the history of Jacksonville or the State of Florida has prosperity loomed so high, and every line of industry and business is feeling the effects of reconstruction that spells "construction."

## Mexican Bandits Again Active.

El Paso, Tex., February 11—[Special.]—Renewal of banditry on the line of the Mexico Northwestern Railroad again threatens to interrupt the extensive lumbering operations of the Madera Company, Ltd., which owns large mills at Pearson and Madera, in addition to an adjoining tract of 3,000,000 acres of timber land. The railroad, timber tract and mills, as well as the big box factory in El Paso, are all owned by a syndicate of Canadian and English capitalists, which was headed by the late Dr. F. S. Pearson, who lost his life in the sinking of the Lusitania. The latest attack upon one of these properties was made a few days ago by a band of alleged Villistas, commanded by Ramon Vega. The raiders robbed the general supply store of the Madera Company, Ltd., at Pearson, carrying off goods to the value of several thousand dollars. For long periods since the beginning of the revolutionary disturbances the mills and railroad have been out of commission, due to the depredations of various elements of revolutionists and acknowledged bandits. The same Canadian-English interests that own these properties in the State of Chihuahua own the great hydro-electric plant at Necaxa, the power transmission system that runs from that plant to the City of Mexico, Puebla and El Oro, the electric light and traction systems in the capital and Puebla, the Medina dam and irrigation system near San Antonio, Tex., and the shallow well irrigation system, embracing 60,000 acres of land near Plainview, Tex.



OVER 150,000 BARRELS OF ROSIN AND HUNDREDS OF THOUSAND GALLONS OF TURPENTINE AT THE COMMODORES POINT DOCKS, JACKSONVILLE, FLA., WAITING SHIPMENT TO LATIN AMERICA.

# Vast Hydro-electric Development in South Awaiting Only Congressional Action

[Special Correspondence Manufacturers Record.]

Washington, D. C., February 24.

When Congress passes the House water-power bill, capitalists will be ready to develop the hydro-electric energy of the South. Many millions of dollars are awaiting investment in enterprises depending for their motive power on electric energy generated by water. This is the judgment of M. E. Grover, head of what is known as the Water Resources Section of the Department of the Interior.

Mr. Grover said a complete survey had been made of the water-power resources of the country, and he doubted if any section of the nation, not even the Sierra Nevadas or the streams of the great Northwest, offered more enticing inducements for the development of hydro-electric energy than do the streams of the South.

"Of course, there are some Southern States where money would be wasted in enterprises of the character we are discussing," said Mr. Grover. "But you take the States of Georgia, North and South Carolina, Tennessee, Virginia, West Virginia and Kentucky. In these States, or in some of them, hydro-electric power is used to a large extent. But it is in its infancy. The field in which it can work with success is the most tremendous in the world.

"Our records show that the navigable streams of the South running on either side of the Appalachians traverse the most fertile and productive land in the world. But they are not used. The power which they could generate is in the aggregate incalculable. Of course, to develop hydro-electric power you must have something in addition to water. They have in some sections of Central Africa the greatest water-power in the world, but they have nothing to set it to work upon.

"In the States I mention they have not only the water-power, but they have things for the water-power to do. They have cities to light, street railway systems to operate and even smelters to take care of. But what is needed to set these great reservoirs free is Federal legislation. We must have such legislation as will make the capitalist who is building plants by the river side and using the power of water to generate electricity feel that he is safe in his enterprise. There must be no fear of his being superseded by somebody who may claim a superior title to the property or who may try to prove that he is using the rivers and streams without proper Federal authority.

"I know one concern that is ready to invest millions in Alabama on a new plant as soon as the necessary legislation is enacted. I am hoping to see the House bill adopted, because I understand it gives the guarantees that the capitalist is asking for and at the same time offers to the people such safeguards as to assure them that their rivers will never be alienated."

Mr. Grover said that the use of hydro-electric energy in industry began only 30 years ago. He declared that if developed to anything near its full capacity it would revolutionize industry, especially in the South.

"By such means we would create an industrial South such as the people of Dixie never dreamed of," said Mr. Grover. "Secretary Lane is particularly interested in hydro-electric power. He hopes by its means to see hundreds of towns in the South rejuvenated."

There are two water-power bills before Congress now, each one of which has been passed by one House, but neither of which has become a law. The two bills are in conference. About a year ago President Wilson called a number of legislators to the White House. Among them was Senator Shields of Tennessee and Representative Sims of the same State.

Mr. Wilson handed his visitors a typewritten manuscript which he said embodied his views on water-power development. He requested that each House appoint a special water-power committee to study the matter. The House had already passed a bill and the Senate, with a few amendments, concurred. The bill was sent to conference. But the House decided to withdraw it, and after doing so struck out everything in the original measure except the enacting clause and substituted for it the substance of Mr. Wilson's views as expressed in the manuscript he gave his visitors.

The Senate conferences decided that the original bill was sufficient and have shown no indication of yielding until within the past few days, when a member of the conference said he believed the House bill would pass. There is little essential difference between the two bills.

The two chief points of difference between the Senate and House conferees are:

1. The House would lease the water to the individual corporation or institution using it for a period not exceeding 50 years, while the Senate would name a specific period. It is claimed by the Senate that the user of the water-power would feel more secure if he could feel that he could not be dispossessed, say, for a quarter of a century.

2. Terms of recapture provided for in the House bill are not considered by the Senate conferees sufficiently clear. But this is not regarded as an insuperable barrier between the two. Recapture is a technical term. In this connection it means that the Government has the power and right under certain conditions to take over and operate the plant.

"You see," said Mr. Grover, "the President was looking a long way ahead. The mind of the people may change in the course of time and they may want themselves, through their governments, to take the hydro-electric power plants and run them. The provision for 'recapture,' as stated in the House bill, would enable the Government to take this course without encountering serious difficulties.

"In this matter we are confronted by a situation where everybody wants the hydro-electric energy of the country harnessed to industry, but action is delayed because two sets of legislators honestly disagree as to the kind of legislation essential to the freeing of the rivers and streams to industry. But I strongly hope that we will get the bill through during the present Congress."

Mr. Grover said that under the House bill the licensee asking for the use of private property on which to build his hydro-electric power plant would in reality be the agent of the Government. Through him the Government would exercise the right of eminent domain and bring condemnation proceedings against private property needed for a public utility.

Mr. Grover was asked what, under the law, would be regarded as a public utility.

"I am not clear on that point," said Mr. Grover. "It may mean anything that might be regarded as essential to the public comfort. Under it a man may run a cotton gin or a grist mill. Anyway, there is nothing to prevent the licensee from selling the power thus generated to any man or organization that might want to buy it."

Mr. Grover called attention to the fact that the water resources of the country are inexhaustible. The supply of coal will diminish, the supply of oil may give out, but water, not being consumed, is always ready to do its work.

"I can't imagine a country better equipped in this respect than the States of the South, with the exception of those situated in the lowlands," said Mr. Grover. "The water we use one day can be used the next, but once you burn a ton of coal you have reduced the supply of fuel by just that much. I hope to see the time when the electric smelter will become general. It is quite feasible."

Charles N. Chadwick, commissioner of water supply for New York, when attending the Rivers and Harbors convention here, proposed that a National Board of Water Conservation be created. This board, Mr. Chadwick said, could exercise supervision of all matters which concern the utilization of the water resources of the nation.

"While carrying out the great project of making the rivers and streams of this country carry their proper share of the freight, why not go the whole distance and cover the entire field?" said Commissioner Chadwick. "Irrigation, reforestation, conservation of rain supply and the development of hydro-electrical power are inseparably associated with the great scheme of inland waterway navigation."

Mr. Grover said he agreed with Mr. Chadwick.

## Half-Million Dollar Elevator at Louisville Typical of Present Day Construction South

[Special Correspondence Manufacturers Record.]

Louisville, Ky., February 17.

An all steel and concrete elevator plant has been completed here by the Kentucky Public Elevator Co. at a cost of \$500,000. It replaces a plant completely destroyed by fire in February, 1917.

The days of the old frame or frame and iron elevator and milling plants are about over, and a better type of construction is replacing the old fire traps of the early days. Today nothing but fireproof construction is even considered in grain-handling plants, and concrete and steel are the materials which are used almost exclusively, although some grain tanks are still being erected of brick.

Fire insurance rates for frame buildings always were high, but due to the numerous fires occurring during the war period in grain-handling plants, many of which were undoubtedly due to enemy origin, insurance rates on such buildings became prohibitive. The insurance rate on the old building of the Kentucky Public Elevator Co. was \$2.25 per hundred. Insurance rates on wooden elevators today run from \$3 to \$5.28 per hundred. The new building takes a rate of only 19 cents, due to the fact that no wood was used in its construction. Even grain cars are not permitted to remain on switches under the loading or unloading sheds at night, but must be pulled into the open-air switches, so that there will be no possible chance of damage occurring from smoke or heat, either to the grain or to the building itself.

This new plant of the Kentucky Public Elevator Co. was erected by the Witherspoon-Englar Company of Chicago, one of the large firms of contractors that specializes in construction of fireproof grain-handling houses, including elevators, mills and grain-storage tanks. Work was started in September, 1917, and

due to the fact that the plant was constructed on a time and material basis, it is one of the costliest plants of its size in the country, as it was built and equipped on peak prices throughout. The actual cost of the new building ran a little over \$480,000, while at least \$20,000 will be expended in carrying out some necessary additions and improvements.

Figuring on the basis of \$500,000 for a 250,000-bushel workhouse, the cost of construction runs to just \$2 per bushel of capacity, which is an unusually high figure. However, the saving in insurance alone will amount to \$30,000 a year or more as compared with the old plant. The old workhouse had a storage capacity of 500,000 bushels, while a battery of 16 grain tanks had a capacity of 400,000 bushels, making 900,000 bushels in all. The tanks, while scarred and badly damaged from spalling of concrete, caused by intense heat, still have a capacity of 400,000 bushels. The workhouse has a capacity of 250,000 bushels, giving the new plant a total capacity of 650,000 bushels, as compared with 900,000 in the old one. However, the new workhouse is slightly more modern, and can probably load and unload as much material within a day as its predecessor.

Power is furnished by a battery of boilers driving Corliss engines of 750 horse-power. A line shaft runs from the powerhouse to the workhouse, where rope drive transmission extends up a shaft on the south of the building to the upper work floor. All transmission is of rope drive, the car-pulling system working from drums equipped with wire ropes.

There are a total of nine bucket elevators, using 22-inch rubber belting, to which the metal buckets are fastened. About 400 feet of belting is used on each elevator. There are about a dozen conveyors, using 24 to 36-inch belting. Pulleys, drums, etc., were



NEW 250,000-BUSHEL ELEVATOR OF KENTUCKY PUBLIC ELEVATOR CO., RECENTLY COMPLETED AT LOUISVILLE, KY.



furnished by the Webster Manufacturing Co., Tiffin, O., this house also furnishing sheaves, rope-driving devices, etc. The ropes were furnished by the St. Louis Cordage Co. and the Plymouth Cordage Co. of Boston, the main drive consisting of 12 strands of four-ply two-inch rope, there being 240 feet of rope in each of the 12 strands running from the upper to the lower work floors. Fairbanks-Morse Company furnished the six large scales, which are installed directly beneath the garnerers on the upper floor. All belting was furnished by the Gutta Percha Rubber Co. of Chicago. The fans and conveyors in the dry-house are driven by two 100 horse-power electric motors, furnished by the James Clark, Jr., Electric Co., manufacturer of Louisville. The dust-collecting system was installed by the Cyclone Blowpipe Co. of Chicago. All intercommunicating telephone lines and electric work was installed by F. A. Clegg & Co. of Louisville.

An interesting feature of the plant is that there are no man lifts used in it. The company is installing a passenger elevator which will run from the basement to the upper floor and do away with man lifts.

The company has one of the largest grain-drying plants in the South or in the country, using a 40,000-bushel dryer and having a 60,000-bushel bleacher for handling oats.

J. D. Davidson, construction engineer of the Witherspoon-Englar Company, Chicago, was in active charge of the construction work, plans being drawn along the same general lines of the blueprints from the old plant.

The Kentucky Public Elevator Co. was established in 1881 with a capital of \$150,000. This was increased to \$550,000 following the fire. The officers are Oscar Fenley, president; F. C. Dickson, vice-president and general manager, and Charles A. Villier, secretary. For several years Mr. Fenley has been one of the leading bankers of Louisville, having been president of the National Bank of Kentucky and later chairman of the board of directors of that bank after it was merged with the German, Commerce and American-Southern as the National Bank of Kentucky, which is capitalized at \$5,000,000, and with deposits of approximately \$40,000,000.

The new plant was placed in operation on Monday, January 20. On the same day that this plant handled its first car of corn, after several days of trying out without loads, fire broke out in the frame elevator plant of H. Verboeff & Co., a few blocks distant, and that plant burned to the ground. The Verboeff plant was an even older one than the Kentucky, having been established originally by the Louisville Elevator Co. in the seventies. The loss of these two plants by fire about closes out the frame elevators in Louisville, concrete and steel having supplanted frame construction in the plants which have been erected during the past few years.

### Bottle Factory Under Construction at Norfolk.

Norfolk, Va., February 20—[Special.]—The Norfolk Glass Manufacturing Corporation, capitalized at \$250,000 about three months ago, began construction work on its plant this week. There are to be six separate buildings on the 11-acre site, which is situated in Newton Park and has a frontage of 450 feet on the Elizabeth River.

The main factory building will be 200x200 feet, and the main warehouse, which is to be electrically equipped for moving stock, will be 200x100 feet. Other buildings to be erected are a powerhouse, a boiler-house, machine shop and a box factory.

Products of the plant are to be mineral water and soda-water bottles for use by druggists in filling prescriptions, pickle and preserving jars and other utilitarian glass articles.

E. T. Scrutton of Richmond is general manager of the company. The officers are A. F. Cathey, president; A. W. Kemp, first vice-president; H. B. Christian, second vice-president; Walter Hitt, third vice-president; H. L. Becker, secretary, and S. B. Stanfield, treasurer.

### \$4,000,000 Sulphur Development with Model Town.

The Texas Gulf Sulphur Co. proposes to build a model town for its employees adjacent to its mines in Texas, near the mouth of the Brazos River, according to a report from the State Capitol at Austin, where R. W. Burroughs, engineer for the company, has been conferring with the State Board of Health relative to sani-

tation plans. It is said that about \$4,000,000 will be invested. Contract is let to the J. G. White Co. of Dallas, Texas, and it is proposed to provide dwelling-house accommodations for 1500 families. The town is to be called Welfare Settlement, and every home will be furnished with modern heating and lighting, hot and cold water, the water supply being from artesian wells, while an up-to-date sewage plant will take care of all drainage. About 1000 men are already employed in preliminary developments.

### Industrial Board Plans Stabilization, Not Price Fixing.

Washington, February 24—[Special.]—In announcing the creation of the Industrial Board of the Department of Commerce, which will be charged with the stabilization of prices for basic materials under the plan proposed by Secretary Redfield and approved by the President, the Council of National Defense states that conferences will be held almost immediately with representatives of such basic industries as iron, steel, lumber, textile, cement, copper, brick and other construction material.

The personnel of the Industrial Board has not been announced, although it is assured that the chairman will be George N. Peek of Moline, Ill., formerly vice-chairman of the War Industries Board. The labor representative will be Hugh Frayne and the official representative of the Government will be Thomas C. Powell, Director of Capital Expenditures of the Railroad Administration. As the board will consist of six members, there are only three others to be announced.

The Council of National Defense claims that one of the striking features of the present situation is the high price demanded for most articles of trade and commerce, which high prices are "undoubtedly the cause of most of the business inactivity."

The law of supply and demand, it is stated, is really inoperative at the present time, for the reason that it cannot normally function owing to improper price relations between the industries producing basic essentials.

According to the Council of National Defense, "the vital need of the situation is resumption of industrial activity to the fullest extent possible. It is felt that the proper basis of selling prices for the present will be found to be upon a scale considerably higher than those of pre-war days. However, the level should be established on the lowest plane possible, having due regard to industry, labor and government. It is believed that the reductions from high prices to the proper level, so that consumers may be justified in buying, should be made at once by one reduction."

There has been much misapprehension as to the Redfield plan. The Government apparently is not clothed with any authority to fix prices in general trade throughout the country. What the plan in fact contemplates is fixing the price at which the Government itself will buy basic materials. It is proposed to publish this as a fair price list, advertise it generally throughout the country and thus establish a standard of prices which the public will accept as fair. The prices fixed, in other words, will not be prices that the public is legally bound to accept, but they will be prices with all the moral power of the Government behind them.

Inquiry at the Department of Justice resulted in the statement that the Department had not reached any decision as to the legality of the plan, but that it certainly would not sanction any combination to fix prices or to restrain trade.

It is pointed out by advocates of the plan, however, that the Government is certainly empowered to fix the price at which it will make its own purchases of material, and they are unable to discover how the Government itself could enter into a conspiracy in restraint of trade.

It is understood that a committee from the National Board of Farm Organizations, which met here this month, waited on Secretary Redfield and protested against the plan as it was then understood. Apparently no attention to this protest has been paid.

The President cabled his approval of the plan from Paris, where it is understood to have been passed on by the President's economic cabinet, which advised him while abroad.

It is expected that the proposed price-fixing can be made morally effective by means of an intensive and extensive publicity campaign.

### Manufacturers of Material-Handling Machinery Form Association.

An association of manufacturers of machinery for handling materials has been organized in New York, in accordance with a suggestion of the Department of Commerce and the United States Shipping Board. The suggestion was made by the two governmental agencies because of the need for intensive study of the freight-handling methods at both railroad and ocean terminals. By mobilizing the experience and ability of all manufacturers of handling devices in a single organization, the Government will not only be able to reach this industry in an effective way when it needs co-operation, but the industry itself can more effectively attack the large and difficult problems presented at terminals and ports.

While the immediate cause for organizing is the need for intensive study of the handling of materials at terminals, the body will take up the whole field of material handling and thus touch every industry.

In general the lines of work—technical, educational, promotional, etc.—will parallel those of other trade associations, but the nature of the problems will require more extensive technical committee work than is customary in such bodies. In one particular the proposed work presents an unusual phase. Since material-handling problems are found in every industry, relations will be cultivated with existing trade associations. These organizations will be asked to appoint committees on material handling, which will meet with corresponding committees of the Material Handling Machinery Manufacturers' Association, as the new association will be called. Thus the material-handling problems of the various industries will come before broadly representative committees of material-handling experts. Already several of these co-operating committees have been arranged for.

The active conduct of the association's work will be in the hands, as secretary and manager, of Zenas W. Carter, formerly commissioner of the Associated Metal Lath Manufacturers, and previously field secretary of the Granite Paving Block Manufacturers' Association. The officers of the association are: President, Calvin Tomkins, formerly commissioner of docks, New York city; vice-president, J. A. Shepard; treasurer, Lucian C. Brown; directors, Mr. Shepard, Mr. Brown, R. W. Scott, F. W. Hall, Wm. Clark, J. C. Walter, C. M. Watson and Fred Stadelman. Four additional directors are to be chosen when the charter membership is completed.

The following companies have come together in the work of forming the organization and are now constituting themselves a membership committee to complete the charter membership of the association:

Watson Elevator Co., Edw. F. Terry Manufacturing Co., International Conveyor Corporation, Rownson, Drew & Clydesdale, Inc., New Jersey Foundry & Machine Co., Hayward Company, Elwell-Parker Electric Co., Sprague Electric Works, Otis Elevator Co., Manning, Maxwell & Moore, Inc., Robins Conveying Belt Co., Michener Stowage Co., New York city; Shepard Electric Crane & Hoist Co., Montour Falls, N. Y.; Brown Portable Conveying Machinery Co., Chicago, Ill.; Karry-Lode Industrial Truck Co., Long Island City, N. Y.; Whiting Foundry Equipment Co., Harvey, Ill.; Wellman-Seaver-Morgan Company, Cleveland, O.; Alliance Machine Co., Alliance, O.; Alfred Box & Co., Inc., Philadelphia, Pa.; Meade-Morrison Manufacturing Co., East Boston, Mass.; Alvey-Ferguson Company, Cincinnati, O.; Heyl & Patterson, Inc., Pittsburgh, Pa.; American Hoist & Derrick Co., St. Paul, Minn.; Cleveland Crane & Engineering Co., Wickliffe, O.; Clyde Iron Works, Duluth, Minn.; Ohio Locomotive Crane Co., Bucyrus, O.; Northern Engineering Co., Detroit, Mich.; Electric Controller & Manufacturing Co., Cleveland, O.

Offices have been opened at 35 W. 39th street, New York city.

### Georgia-Alabama Power Co. to Build New Plant.

Dermot Shemwell of Lexington, N. C., and associates interested in the Columbia Power Co. at Columbia, Ala., have purchased the Alabama Power & Manufacturing Co. of Albany, Ga., and consolidated it with the Columbia Power Co. under the name of the Georgia-Alabama Power Co., by which it will now be known. They expect in the near future to build a 7500 K. V. A. plant on the Flint River at Albany, besides remodeling the present Albany plant and installing an additional unit. The com-

pany also operates two hydro-electric plants near Columbia, which is about 60 miles from Albany, furnishing power and light for Columbia, Dothan and other places. It also has a branch office at Dothan, Ala. The officers of the company, all of whom are at Lexington, N. C., are Dermot Shemwell, president; J. E. Foy, Jr., vice-president; I. L. Sink, treasurer; W. J. Vestal, Jr., secretary; B. C. Young, assistant secretary.

### Unscrambling the Nation's War Machine.

Washington, February 24—[Special].—The first positive step toward the unscrambling of the nation's war machine was taken by the House Committee on Appropriations in reporting the Sundry Civil Appropriation bill. It cut three millions of dollars from the estimates, refusing to provide any funds whatever for the Food Administration, the Fuel Administration, the Capital Issues Committee, the War Trade Board, the United States Employment Service and the Committee on Public Information.

The Fuel and Food Administration were ready to liquidate anyhow. The War Trade Board is doing little more than routine work and would have gone out of existence before this had there not been a fight on between the State Department, the Department of Commerce and the Shipping Board as to the division of its functions among themselves.

The Committee on Public Information is the Creel committee, which has been subject to more criticism, perhaps, than any of the other war agencies. The bill proposes to discontinue the Official Bulletin on April 1. It has been costing the Government about \$50,000 a month, it is said.

The United States Employment Service is under the direction of Mr. Densmore, said to be a nephew of the Secretary of Labor. He was sent to California to investigate the Mooney case and filed a sensational report which has been the subject of attack ever since. The United States Employment Service claims that powerful manufacturers and other reactionary influences have been lobbying against it.

The bill also repeals unexpended balances of appropriations, aggregating \$22,000,000, which are covered back into the Treasury. Owing to the few days of the session remaining and the great pressure of work, this is one of the supply bills which may not be passed.

### No Pronounced Reduction in Building Materials or Wages Expected for Years.

Washington, February 24—[Special].—According to the views of 15 expert investigators of the economic section of the division of public works and construction developments, Department of Labor, expressed at a recent conference here, no exceptional reductions in the price of building materials or in wages paid to labor may be expected during the next few years. The consensus of opinion was that any immediate small reductions in the cost of building materials would be soon followed by even higher prices, due to the inflation of the currency, the general high cost of living and the increasing demand from abroad for American goods.

These investigators have assembled a formidable array of statistics to show that wages in the building trades have not increased more than 30 per cent., except in overtime payments, although the general increase in the cost of living is estimated by them to have amounted to approximately 90 per cent.

### Plans to Foster Industrial Development at New Orleans.

New Orleans, La., February 21—[Special].—Plans for a public fund to extend financial assistance to industries desiring to locate in New Orleans and to help those already here, and desiring to expand their activities, are announced by Martin H. Manion, chairman of the Industrial Bureau of the Association of Commerce. The plan provides for a corps of economic experts, who from a scientific study of conditions will be able to ascertain just what industries can most economically operate here.

New Orleans has particular advantages to offer certain chemical, steel and other metal, woodworking, leather and textile industries, including the manufacture of yarns, twine and rope, and what these advantages are, will be accurately reduced to statistics.

### New Oil Wells Increase North Texas Output.

Dallas, Tex., February 22—[Special.]—There are now 113 producing oil wells in Eastland County, 34 in Stephens County, and 5 in Comanche County, all embraced in what is known as the deep sands of North Central Texas territory. Combined production is approximately 70,000 barrels daily of which the Ranger pool proper now produces 55,000 barrels. In this same territory 800 wells are drilling at various stages.

There has been an increase of approximately 30,000 barrels per day in the output of high gravity crude oil from the mid-continent and Gulf Coast fields (Kansas, Oklahoma, Texas and Louisiana) in the last 60 days. The output of low gravity oil in the same territory has remained practically stationary.

The Paragon Oil & Refining Co. of Toledo, Ohio, and John W. Gilliland of Tulsa, Okla., have purchased the properties of the Marine Oil Co. in the Burkburnett pool, North Texas fields, for \$3,500,000, of which \$1,000,000 was paid down in cash, \$500,000 in 10 months, \$2,000,000 to be paid in oil.

The property consisted of 203 acres with three wells completed. Walter C. Teagle of New York City, President of the Standard Oil Co. of New Jersey, and probably acting for that company, has agreed to place \$17,000,000 cash in the treasury of the Humble Oil & Refining Co., in return for which he or his principal is to get new stock in the company equivalent to the old stock now outstanding. The Humble Oil & Refining Co. has about 12,000 barrels daily production in North Central Texas and Gulf Coast fields, and a great deal of high-class non-producing acreage all over the State. It owns two small refineries and recently purchased a site on the Ship Canal, south of Houston, Texas, for a large and complete refinery. Officials of the company state that the money received by sale of the stock to Mr. Teagle will be expended in a general enlargement of the company's business. A pipe line from Houston into North Texas is probable. R. S. Sterling and W. S. Farish, both of Houston, have been controlling factors, and it is understood they will continue in full control of the company operations.

The nearest town to the Duke and Knowles wells in Comanche county is De Leon. At the time oil was found in Comanche county, a few weeks ago, De Leon was a tiny village. Today it has eight oil well supply houses, truckage facilities are being enlarged, 12 new brick buildings are under construction or under contract, the work to start as soon as materials can be assembled. Fifty cottages are under construction, and completions are at the rate of about one daily, with more men trying to get work started than there are workmen to accept the contracts or positions. This situation is typical of a number of towns in the oil district, and large numbers of men in the building trades are leaving the cities of Texas to work in the oil fields.

This is the off season in building, but the contractors in the larger Texas cities are becoming uneasy about the prospect of a short labor supply when the building season opens with good spring weather. The program for Texas this year is unusually large. A short time ago a conference of men interested in building materials and others who are interested in construction programs conferred. The suggestion was made that the price of cement ought to come down. The cement manufacturers simply laughed. They explained that they have more contracts booked than they expect to be able to fill before the close of the building season, and that some of these contracts are at higher than the present prices, but the holders of such contracts do not wish to change the price and take a later place on the waiting list.

Following the lead of Dallas and Fort Worth, the town of Cisco is organizing a corporation to build homes. It is to have a capital stock of \$25,000, and reports are that this amount will quickly be subscribed. Already much building is under way in that town.

One of the biggest deals in the Wichita Falls territory was the sale a few days ago of the Marine Oil Co. to Gilliland & Richards of Tulsa for \$3,500,000, which gives the stockholders of the Marine company a profit of 1750 per cent. Activity thereabouts is increasing with the approach of spring. About 300 wells are now drilling at Burkburnett and immediate vicinity. There are 200 new locations recently, most of the work to be done as rapidly as men and tools can be assembled.

Pipe line running from the Central West Texas field continue to show a steady increase, though nothing sensational, and still the

word comes that the large Oklahoma refineries are short of crude. Some time ago there was complaint that tank cars were piling up on the tracks about Tulsa because the refineries were not able to fill them with gasoline as rapidly as had been planned. Additional pipe line facilities from Texas to Tulsa are being constructed.

Reports continue to come in of wildcat wells striking oil. The Texas Company has a new well on the Graham lease, seven miles southwest of Newcastle, Young county. The Gulf Production Co.'s new well in Stephens county, two miles south of Breckenridge, is making 1800 barrels now. It came in as a 400-barrel well.

### Deep Drilling for Oil in San Antonio District.

San Antonio, Tex., February 22—[Special.]—Deep drilling is to be done in a large number of localities in the territory immediately adjacent to San Antonio and to the south and west of here within a scope of 200 miles with the view of thoroughly testing out the oil possibilities. It is conservatively estimated that more than 10,000,000 acres of land have been leased in this region within the last three months for the purpose of oil exploration. Deep tests are to be made in the shallow-producing field 10 to 15 miles south of here, and in other localities where the surface and geological indications are said to be favorable, to the west and northeast of the city 10 to 20 miles. Besides some older oil companies that have entered this region, a number of new organizations have been formed. The latest of these is the Mattison Oil & Refining Co., which under a trustee's agreement and with an authorized capital of \$500,000 plans to put down several deep wells around San Antonio, where it is said to have large lease holdings.

Encouraging results are being obtained in the exploration of a possible very productive oil field in the lower Rio Grande border region, where the Empire Oil & Gas Co. and two other corporations have been operating for some time. These companies are drilling wells at points about 18 to 25 miles north of Roma, on the Rio Grande. At shallow depths an oil flow of about 40 barrels a day was struck. Preparations are also being made for drilling deep wells in the vicinity of Falfurrias, Kingsville and Piedras Pintas. Oil leases on several hundred thousand acres of land in Kinney and other counties lying to the west of San Antonio have just been recorded, and drilling a number of wells in that region will be started soon, it is announced.

### Over 5,000,000 Barrels of Oil Shipped by Standard Oil Co. from Mexico in 1918.

Tampico, Mexico, February 5—[Special.]—It is shown by the statistical report of the Mexican custom authorities that the Standard Oil Co. of New Jersey exported through Tampico during the year 1918 a total of 5,002,270 barrels of petroleum, all of which was obtained from subsidiary operating companies and from companies with which it had purchasing contracts. The shipments were made to the United States, Canada, South America and the West Indies. An analysis of the exports shows that 173 vessels were loaded here, 64 of which loaded cargoes and bunkers, 51 cargoes only, and 58 ships took bunkers.

The United States was the largest consignee of the company's shipments, taking 2,102,579.56 barrels of crude oil, 968,167.39 barrels of reduced crude, 395,688.29 of distillate and 149,016.04 barrels of fuel oil.

South America received the second largest amount. During the year it received 325,096.79 barrels of petroleum exported to the west coast of that country and 206,674.64 to the east coast ports.

The West Indies received 487,722.23 barrels of petroleum, divided as follows: 295,121.06 barrels of crude, 166,392.10 reduced crude, 26,208.47 fuel oil.

Central America received 312,256.80 barrels and Canada took 55,067.96 barrels of fuel oil.

The total exports of the company consisted of 2,397,701.22 barrels of crude petroleum, 1,512,924.74 of reduced crude, 536,215.89 distillate and 555,427.76 barrels of fuel oil.



## Oil Refining Industry Developing at Louisville

[Special Correspondence Manufacturers Record.]

Louisville, Ky., February 17.

Kentucky is coming to the front rapidly as an oil-producing State and refining district. Eastern Kentucky production has gone up to over 110,000 barrels per week, as against a little more than 50,000 at this time last year. There is much capital invested in Kentucky oil land, over 500 drills at work, and many big companies operating. Several are installing refineries. The pipe line companies are making big improvements, especially the Cumberland Pipe Line Co. in Eastern Kentucky, which connects with the Eureka Pipe Line Co. through West Virginia. In Western Kentucky, where there were no pipe lines a year ago, there are now three, these being the independent line of the American Pipe Line Co., the Daniel Boone Pipe Line Co. and the line of the Indian Refining Co., which handles oil for a refinery at Lawrenceville, Ill.

One of the largest and most modern plants to start operations in Louisville is the new plant of the Aetna Refining Co., 17 Battery Place, New York, with offices in the Speed Building, Louisville. The refinery is situated on a 30-acre tract five miles from the city, being above high-water mark and having a frontage of 100 feet on the Ohio River. Work on this plant was started on October 17, 1918, and it was rushed to completion during the highest period of labor and material, with the result that it is a truly high-priced piece of work. The first run was started on December 15, 1918, or just 14 months after ground was broken, although there were delays in getting material and machinery, and in securing and holding labor, especially during the severe winter of 1918.

The Aetna Refining Co., while not the pioneer in the State, is the first refining company to get into actual operation in Louisville. While 176 miles by rail from the Eastern Kentucky field and about an equal distance from the best pools in the Western Kentucky field, the company has its own equipment, which more than supplies it with oil, and it is not dependent on either one of these two fields, as would be the case if it did not have such facilities. The president of the company is James King Duffy of New York. The active refinery manager is R. E. Wood, formerly of New York. Mr. Wood also has charge of the Louisville office.

The new plant has a daily capacity of 2500 barrels of crude oil, its products being gasoline, gas oil and some cylinder oil. It does not refine to a finish, some of the lower grades of oil being sold to other refineries for still lower reduction. The plant itself

consists of three major buildings and the tank field, which is equipped with 32 tanks having a capacity of about 100,000 barrels. The supply of crude oil is secured from the Lee county field, in Eastern Kentucky, a recent purchase having secured the pipe line and loading station of the Beattyville Refining Co. at Beattyville, Ky. The Beattyville plant is equipped with two 10,000-gallon tanks on a hill above the Kentucky River, with pipe lines for loading barges on the river by gravity and a 10-car loading rack with necessary switches. The Aetna company has also taken over a towing company with two steamers and six barges. This equipment, together with a fleet of 100 land tankers, is able to transport monthly to the refinery at Louisville a total of 4,290,000 gallons of crude oil. This is sufficient to provide the company with the necessary crude oil for an output of 75,000 barrels a month and still furnish a surplus for any possible emergency. Plans are under way for the installation of additional towing units. For taking care of the oil as it is received at Louisville, the company has a floating dock equipped with a 12,000-barrel electrically-operated pump, which quickly empties the barges, releasing them for the return trip. The facilities for unloading cars are also adequate.

The new refining plant of the Standard Oil Co. of Kentucky is nearing completion at Louisville, one unit now being in operation and others to be completed within a short time. This plant is complete in every detail, carrying out the process of refining to the end. It has a capacity of 2000 barrels of finished product daily, being one of the largest gasoline plants recently erected in the Central West. It is intended primarily for refining gasoline, but will have various by-products, such as coke, water-white kerosene, road oil, etc. The company has a 360-acre plot of ground just south of the Kentucky State Fair grounds, five miles outside of Louisville, with a 2200-foot frontage on the Ohio River. Switches connect with the Kentucky & Indiana Terminal Railroad and nine trunk lines. A complete sewerage system extends under the entire property, including all buildings and tank fields, all drainage being piped to a baffle box of concrete containing 16 compartments, through which the sewage is baffled to retain the oil, which is pumped from the box, with the result that only clear water finds its way into the river.

To the south and fully a square from the plant is the concrete office building. Close to the office are the community houses of the workmen, erected on the two-court plan of 20 to 25 houses



NEW OIL REFINING PLANT OF AETNA REFINING COMPANY, RECENTLY COMPLETED AT LOUISVILLE, KY., WITH DAILY CAPACITY OF 2500 BARRELS OF

each, these houses being of four, five and six-room capacity. All houses are equipped with complete water, lighting, telephone and similar conveniences for the workmen.

The plant itself is erected on the self-sustaining principle. The first building erected was the big shop building, divided into three large sections, one containing the forgerooms, another the carpenter and cabinet shop, and the third a complete machine shop equipped with tin shop, pipe-cutting and threading machinery, radial drills, drill presses, lathes of various kinds, and every piece of machinery necessary for keeping equipment in shape. There is also a complete welding outfit in the forge shop. All three departments are mechanically operated throughout. This department, as well as the big stockroom, is of concrete, using steel truss roof, metal doors, metal sash, etc. A complete first-aid room, with beds, operating chair, instruments and medicines, is located in the stockroom and close to the scene of all operations.

A dinky locomotive is used for handling cars, including oil, coal and equipment cars throughout the plant, which is equipped with standard-gauge switches, there being several miles of track-  
age all told. There is also a large locomotive crane, which is used in handling coal, etc.

The plant is equipped with a 36 car-filling rack for loading or unloading crude oil and finished products, and other racks are alongside of the refinery. The tank field is equipped with 55 steel tanks of varying sizes, but of considerable barrel capacity, these tanks being erected by the William Graver Tanks Works of East Chicago, Ind.

The power plant is large and complete in every detail. It is equipped with three 500-horse-power boilers, furnished by the Henry Vogt Machine Co. of Louisville, being installed to operate on any combination of boilers, using one, two or three. The fire boxes are equipped with Illinois stokers throughout, having chain grates with a capacity of 132 square feet of surface. The coal is fed to the stokers by means of chutes from overhead bins. All ashes drop to ash bunkers under the boilers. The bunkers open directly over a switch running under the plant, and all residue is dumped directly into gondolas and hauled from the plant. The boilers are equipped with all modern appliances, including the Bayer system of soot blowing, the Defender system of dampers and regulators, feed-water regulators, Cochrane lime method of water softening, draft and steam gauges, pyrometers, recording machines, etc. They are steel-jacketed and insulated with brick lining and asbestos. The water-tube boiler system is used, and the feed-water plant is equipped with Westinghouse steam turbines connected in duplicate, there being steam pumps, feed pumps, deep-well, high-pressure and other pumps, six differ-

ent ways in all of getting water to the boilers. A high-pressure pump carrying 250 pounds pressure is used for turbine cleaning.

The refining plant proper is equipped with 30 high-pressure tube stills, operating on the Clarke patented process, which is owned by the Standard Oil Co. of Indiana. The stills are in two groups of 15 each. All stills are equipped with Illinois stokers, using a 5x9 chain grate of 45 square feet surface. There is another section of seven large stills, four being for crude oil and three known as re-run stills. There are also two large steam stills for handling the continuous process.

A total of 40 Illinois stokers are used in this plant, all coal being fed automatically, instead of by hand, at a big saving in labor and waste.

The electric power plant is equipped with two 350-kilowatt Curtis turbines and General Electric generators, coupled up. The oil pumphouse is equipped with 15 National Transit pumps, with a big manifold system outdoors, which makes it possible to pump to or from any tanks, stills, lines, etc., cars or boats, through operating the manifold valves.

The treating plant, including a lead-lined agitator, has a separate pumphouse and several working tanks for handling oil in the finishing or treating process. This is a very expensive department, as the agitator and finishing equipment is subject to contact with sulphuric acid while in operation, and nothing but lead can be used here successfully. Several thousand pounds of lead were employed in the construction of the plant, the material being furnished by the National Lead Co. of Cincinnati.

Most of the pipe lines running through the plant and to the various tanks for handling oil are four inches and up in size, there being several miles of such pipe lines in operation. The equipment throughout the plant is the best obtainable, and is built to stand many years of hard usage.

The plant has been erected by the company's own engineering force, composed of A. K. Whitelaw, superintendent; W. E. Exton, assistant superintendent, and S. C. Anderson, chief engineer. The same men were formerly employed by the Standard Oil Co. of Indiana, and erected the big gasoline plant at Whiting, Ind., which proved a very successful operation.

The company plans to bring in its oil by tank cars from Eastern and Western Kentucky and other fields for the time being, but it also has facilities for handling oil from the Eastern Kentucky and some other fields by boat. The river also presents excellent facilities for getting in coal by barge. River transportation at present has many advantages over rail transportation, as the 25 per cent. increase in rail rates has not affected rates on the Ohio and Kentucky rivers, the only increases being those made necessary by increased cost of operation.



BARRELS OF CRUDE OIL—TYPICAL OF DEVELOPMENT THAT IS ESTABLISHING LOUISVILLE AS IMPORTANT OIL-REFINING CENTER.

### Foreign Operators in Mexican Oil Fields Victims of Increasing Brigandage.

Tampico, Mexico, February 14—[Special.]—Unless the bandits are cleaned out of the Tampico oil region within the next few months, the American and other foreign operators may take matters into their own hands and deal with the situation as they may deem best, is the authoritative statement of representatives of these large investment interests.

It has been clearly established that the Carranza Government is either incapable of affording protection to foreigners from attacks of brigands or has no real desire to do so. It is regarded as significant that the outlaws confine their depredations and murders to foreigners, and that the property and lives of Mexicans in the disturbed region are not disturbed.

Another thing that is contributing to the uneasiness of the oil operators and their employes in the different fields is the lessening of the military protection afforded by General Manuel Palaez and his little army of about 3000 men. During the last few weeks Palaez' territory has been encroached upon by Carranza troops and the area subjected to bandit raids thus widened. Palaez for the last several years has kept the more southern producing oil fields of the Gulf coast region clear of bandits and all forms of outlawry. His particular zone was a separate and distinct principality from the rest of Mexico so far as its independence was concerned. His power was absolute, and the authority of the Carranza Government was in no way recognized there, with the exception that it was permitted to receive Federal taxes on oil. For this protection Palaez is paid about \$100,000 a month by the foreign oil operators within his occupied district.

So effective has been the work of Palaez in enforcing law and order in the oil fields around Tuxpam that Americans and others have been free to travel from place to place in that territory without thought of possible attack by bandits. There has been a considerable widening of the danger zone recently, however, although the power of Palaez is still supreme in the restricted region which his little army occupies.

Evidence is accumulating to support the belief that the bandits are well organized, and that they have representatives in Tampico who keep the so-called field bands well informed as to the intended movements of foreigners. It has been long the custom for the different operating companies to send the money with which to pay the wages and salaries of the men of their different camps by trusted messengers. Attacks and robberies of these men became so common that some of the companies have adopted other means of transmitting the money to the working camps, and no paymaster now ventures forth without an armed guard accompanying him.

Raids upon the well drilling and supply camps are frequently made by bandits, and the list of Americans killed is steadily mounting up. Protest after protest has been made to the authorities at Washington over existing conditions throughout this region, but up to this time the appeals of the oil men have been unavailing. Brigands are so emboldened by their successful and unrestricted work that they do not hesitate to make attacks within the outskirts of Tampico.

Foreign oil interests complain that the Carranza Government seems to be utterly indifferent as to the conditions of brigandage which exists throughout a big scope of the Gulf coast region. It is alleged that no real efforts are made to give military protection to the millions of dollars of property and the lives of several thousand workers located in the district extending back from Tampico for 100 miles.

### Independent Oil Operators Form Big Combination.

Shreveport, La., February 20—[Special.]—Organization of a corporation capitalized at \$10,000,000 by independent oil operators in Louisiana for the purpose of refining and distributing the products of the independent oil wells in this State is now under way, according to a statement given out here this week by John J. Bird, one of the independent oil producers. According to Mr. Bird, 83 per cent. of the independent oil companies doing business in the Louisiana fields are represented in the new corporation.

It will build a big oil refinery at Shreveport and construct pipe lines for the distribution and marketing of the products of the independent wells.

### Cotton Planters Urged to Raise Livestock.

New Orleans, La., February 20—[Special.]—The convention of the Southern Cattlemen's Association, which met here recently, was featured by the announcement of Mayor Behrman of this city that New Orleans' municipal department of agriculture, the first of its kind in the United States, was to make another innovation. This innovation is the offer of the services of that department free to any livestock man or produce raiser planning to ship the product of his farm or ranch or plantation to New Orleans.

John D. Eldridge of Gregory, Ark., replying to Mayor Behrman, who made the address of welcome, stressed the importance of growing livestock on cotton plantations. Because of the recent agitation to curtail the production of cotton, this made an especially strong impression.

Three cattle sales were held during the convention—Aberdeen-Angus, Shorthorn and Hereford—and the fine stock purchased will do much towards improving the livestock standard of the South, and especially of Louisiana. In the Aberdeen-Angus class 37 animals were sold for a total of \$6465, or an average of \$174.73 each. The highest-priced bull brought \$440, the highest-priced cow sold for \$400. The general average of the 31 Shorthorn sales was \$207.50. In the Hereford class there were 56 sales for an average of \$179.55 each.

Officers elected for the ensuing year were: John D. Eldridge of Gregory, Ark., president; Dr. R. M. Gow of Little Rock, Ark., secretary; J. S. Karnachan of Sheffield, vice-president for Alabama; Lee Crazot of Lamar, vice-president for Arkansas; J. F. Jackson of Savannah, vice-president for Georgia; W. F. Blackman of Tallahassee, vice-president for Florida; R. K. Boney of Duckport, vice-president for Louisiana; J. W. Grantham of Terry, vice-president for Mississippi; H. C. Lookabaugh of Watonga, vice-president for Oklahoma; C. G. Burkitt of Antioch, vice-president for Tennessee; W. H. Hill of Christobal, vice-president for Texas.

Montgomery, Ala., was chosen as the next place of meeting.

### Plan to Reforest Cut-Over or Waste Lands.

Looking to the reforestation of cut-over and waste lands in the South, W. W. Lee, county superintendent of education at Prentiss, Miss., has prepared a plan for the formation of pine tree clubs by boys and girls between the ages of 12 and 18 years, inclusive, the members of which must pledge themselves and plant at least 50 trees within a year after signing the pledge of membership. Not more than 70 trees for lumber manufacture shall be planted per acre, and each club shall have a territory of at least nine square miles and not more than 36 square miles. The clubs are to care for the lands, preventing fires, stopping gulleys and washes, etc. The value of trees shall be appraised at intervals, and this may be converted into capital stock of and the timber rights deeded to an organization which is to be composed of all the clubs. Officers of this organization must be 21 years of age or more, this body to be incorporated. There is to be no membership fee in the clubs.

Mr. Lee reports that many calls for information have been received by him from all parts of the United States since the mention of his plans was made in the MANUFACTURERS RECORD, issue of January 16.

### Cotton Acreage in Mexico to Be Increased.

Eagle Pass, Tex., February 12—[Special.]—According to advices received here from the Laguna district of Mexico, which is the principal cotton-growing region of that country, the alleged existence of the pink bollworm there will not prevent the planters from largely increasing their acreage of the staple this season. It is estimated that the cotton acreage in the Laguna district will be fully one-third larger than it was last year. As a result of the embargo by the United States Government against the importation from Mexico of cottonseed and its products, due to the possibility of pink bollworm infection, the cottonseed-oil manufacturers of the Laguna district, which embraces the industrial centers of Torreon, Gomez Palacio, Lerdo and San Pedro, will seek other markets for their products, it is stated. Exportation to Europe is under consideration.



## Water Rates Now Enable Middle West to Compete for Foreign Trade.

New Orleans, La., February 26—[Special].—For the first time the Middle West is able to compete in the world's foreign trade markets.

The 20 per cent. cheaper freight and the through bills of lading for river and rail shipments, established by the Government's Mississippi-Warrior Waterways Service, has just gone into effect.

Besides river points, the rate differentials apply to northern Missouri, Illinois, Iowa, Wisconsin and Minnesota. The savings in freights range between 4 and 22½ cents per 100 pounds.

All that is necessary is for shippers in the territory named to tender their freight to any of the railroads running from their community to East St. Louis or Cairo, routing in care of the Mississippi-Warrior River section, and demanding the protection of the differential through rates. The same obtains with reference to forwarding import freight through the port of New Orleans or in shipping Louisiana products north. The Government assumes the same liability for shipments as in the case of rail carriers. No insurance is needed.

Present equipment consists of steel barges that protect the shipments as well as any boxcar. The time required to make a trip between St. Louis and New Orleans is: Down trip, 7 days; up trip, 11 days.

New equipment to the value of \$6,500,000 for the Mississippi River is being built. This comprises six twin-screw tunnel type towboats and 40 steel barges. The towboats will develop 1800-2000 horse-power, and are more powerful than anything before operated on inland waterways. The barges are of 2000-ton capacity, and will be superior to any similar equipment operated heretofore.

The Warrior River service has begun. Coal is being brought to Mobile and New Orleans from the mines of Alabama, and general merchandise will be taken back when the new equipment is ready. The territory drained by the Warrior River extends to within a few miles of Birmingham.

Temporary equipment now being operated on the Warrior comprises 3 towboats, 21 wooden barges and 6 self-propelled barges, costing \$700,000. The carrying capacity is 300,000 tons of coal a year.

New equipment ordered for the Warrior includes 4 steamers (or self-propelled barges) for coal and merchandise, costing \$1,000,000; 3 steel towboats and 20 wooden barges costing \$600,000. Estimated annual capacity, 375,000 tons.

In connection with the floating equipment now operating and to be operated on the two rivers, the Government service will be supplied with fast-handling devices for the quick dispatch of cargo.

Only the problem of terminals remains, and the riverside cities are expected to supply them.

Equipment for the two rivers is being constructed as follows:

Mississippi River Service—Two steel towboats, \$360,000 each, contract to Charles Ward Engineering Works, Charleston, W. Va.; 4 steel towboats, \$360,000 each, contract to Marietta Manufacturing Co., Point Pleasant, W. Va.; 25 steel barges, 2000-ton, to American Bridge Co., Pittsburgh, Pa.; 15 steel barges, 2000-ton, to Drane Contracting Co., Pittsburgh, Pa.

Warrior River Service—Four 2000-ton twin-screw tunnel type self-propelled barges or steamers; length, 280 feet; beam, moulded, 49 feet; depth, 10 feet; draft, 7 feet; twin 400-horse-power triple-expansion engines; to St. Louis Boat & Engineering Co., St. Louis, Mo., \$244,400 each. Three twin-screw tunnel type towboats, 140 feet long, 24-foot beam, moulded; 8-foot 9-inch depth, 6-foot draft; contract not yet let. Twenty hopper type wooden coal barges, 140 feet long, 25-foot beam, 10-foot depth; contract to Murnam Shipbuilding Co., Mobile, Ala., \$5985 each.

## Foreign Trade Developing at New Orleans.

New Orleans, La., February 19—[Special].—New Orleans is availing itself of the ships being released for commercial purposes by the Shipping Board to develop its foreign trade and the foreign trade of the Mississippi Valley.

The first steamship line to be owned locally and with headquarters in New Orleans has been organized, and the first vessels loaded with cargo are now on the way to foreign ports.

This is "The Steele Line," the present equipment of which com-

prises 10 deep-draft ships of at least 10,000 tons, which will operate between New Orleans and French and Italian ports. Practically all of the ships are new ones. The first vessel of the new line to clear was the Challenger, which sailed for Havre, France, in the last days of January with the fourth largest cargo ever sent from this port. The Quistonck, built at Hog Island and christened by Mrs. Woodrow Wilson, sailed early in February for Genoa with a cargo of cotton. The Buitenbourg, a Dutch boat under charter to the Shipping Board, is now taking on cargo destined for Liverpool.

In addition to operating its own line of steamships the J. H. W. Steele Company acts as agents of the Osaka Shoshen Kaisha, the recently established line to Japan, with one sailing a month; the Panama Railroad Steamship Lines, with two sailings a month to the Canal Zone, and the Otis Steamship Line, to British Honduras.

That there are ships enough now to develop the export trade of the Gulf to the utmost is the statement of W. R. Lincoln, assistant director of the Gulf division of operations of the Shipping Board in New Orleans. Mr. Lincoln is in charge of the office pending the appointment of a director.

"Since November shipping in and out of the Gulf has increased enormously," said Mr. Lincoln. "In November, of course, the armistice was signed, but the particular significance of the month from a commercial standpoint to the Gulf coast is the fact that this district, extending from Texas to Florida, was organized separate and distinct from the other maritime districts of the Shipping Board. The Gulf region is now on a parity with the North Atlantic, the South Atlantic and the Pacific regions. Formerly it was subordinate to them.

"Before November there were no European lines to the Gulf coast and very few South American. Now the Gulf has regular sailing connections with Liverpool, London, Antwerp, Havre, Genoa, Cette, Barcelona, the Argentine, and South and Central American points generally. And to New Orleans a stream is flowing—a constantly increasing stream.

"The Shipping Board is ready to lift cargoes to all ports as soon as the cargoes appear. This is the opportunity of trade expansion for which the Gulf Coast in general and New Orleans in particular have been hoping, and I am glad to see they are availing themselves of the chance."

## Steel Cities Chemical Plant Started.

A report from Birmingham, Ala., says that fires have been lighted at the plant of the Steel Cities Chemical Co. at Ensley, which plant was burned last summer and has now been rebuilt on a larger scale and thoroughly equipped at a cost of over \$500,000. This plant, which is to be in full operation immediately, will make sulphuric acid of three degrees, one for fertilizers, another for use in steel, etc., and a third for use in making benzol and toluol.

President Culppepper Exum is reported as saying that he and associates will build a fertilizer factory this year which will take a good part of the sulphuric acid. Its location is not yet announced.

## Planning for Sugar Manufacture in Southern Florida.

Hiram McElroy, president of the McElroy Engineering Co., Tampa, Fla., is reported to be interested, with capitalists of New York and Washington, in a plan for sugar-cane growing and sugar manufacture in the southern part of Florida. A tract of 6000 acres suitable for the purpose has been located, and preparations are being made to properly drain it so that it will be part of a general drainage scheme which is to cover 100,000 acres.

The idea of the men interested is to establish at first one mill of a capacity of 1500 tons of sugar-cane every 24 hours, the manufactured sugar to be white granulated. About 20 miles of light railroad will have to be built to haul cane to the mill, while a standard-gauge spur two miles long will also have to be built from the mill to a connection with the Seaboard Air Line. Farms for the cultivation of sugar-cane are to be established within easy reach of the plant, and independent farmers will be encouraged to locate there on the tract with assurance of a ready market for their crops.

### German Machinery Dealers in Mexico Anxious to Buy American Goods.

Monterey, Mexico, February 3.—[Special].—As a result of the rigid enforcement of the "trading with the enemy" embargo against German machinery and implement dealers in Mexico, that class of business men now find themselves in a position where they cannot replenish their depleted stocks. For more than 30 years the machinery and hardware business of this country has been in almost complete control of Germans. In the pre-war days they bought their mining machinery, industrial equipment of various kinds, farm machinery and implements and small hardware exclusively in Germany. They even dealt in printing presses and equipment, which were also of German manufacture. Although of later years American interests established a few houses of considerable size in this country for the handling chiefly of mining machinery, the great bulk of the machinery implement and hardware trade has been in German hands. The exception to this general rule was found in Tampico and the Gulf coast oil fields, where the Germans were forced out of business by the energetic competition of Americans several years ago.

Now come the German machinery and implement men of Mexico with a complaint against the trade embargo that is being applied against them. They unhesitatingly say that financial failure will come to them soon unless they are permitted to buy their goods in the United States. The situation is so acute that at a recent meeting of the principal dealers, held in the City of Mexico, a committee was appointed to wait upon Henry P. Fletcher, United States Ambassador, and make an appeal to him that he exercise his good offices in getting the "trading with the enemy" embargo lifted, so far as their respective cases were concerned. This committee told Mr. Fletcher that the warehouses and stores of the German dealers are nearly empty, and that they have no way of obtaining goods with which to restock their establishments except by purchasing them in the United States. They said that they are ready at this time to place orders for machinery and farm implements to the value of more than \$3,000,000 gold if the embargo is raised. Most of these goods, they asserted, do not come into competition with those of American dealers in this country.

Ambassador Fletcher gave these German dealers no assurance that there would be any immediate change in the restrictions against enemy dealers, but it is understood that he will discuss the situation with the Government authorities at Washington during his present visit there.

An unusually large demand for tractors and motor trucks is noted in Mexico at this time. In times past the German dealers handled tractors, but all purchases of this nature during the war period have been made through American concerns. The automobile and motor-truck business of this country is chiefly in the hands of Americans, although many native Mexicans are becoming interested in these lines of trade.

### To Develop Export and Import Trade.

The Factory Products Corporation of New York, organized for general importing and exporting business, is a consolidation of the Factory Products Export Corporation and the Manufacturers' Agents Co., Inc. The first was organized in 1914 to deliver shipments to the Allies, and the latter two years later because American trade opportunities after the war were then foreseen. The new corporation starts with extensive general exporting and importing relations already established with the Argentine, Chile, Ecuador, Venezuela, Mexico, the West Indies, China, India, the Philippines, the Straits Settlements and the Dutch East Indies. It has resident agents in 10 principal Far Eastern cities, and a large textile and general export business to the River Plate, the Far East and the northern end of South America, and a large import business from Venezuela. Its financial agents are Bonbright & Co., Inc., international bankers of New York, London and Paris, who held the same relations with the original companies.

Associated with the Factory Products Corporation in the export of machinery, engineers' supplies, hardware and building materials is the Engineers' Corporation, a subsidiary of the J. G. White Engineering Corporation of New York, and this relationship is prompted by a desire to combine the advantages obtain-

able in a technically specialized domestic personnel and a worldwide distributing organization.

The policy of the Factory Products Corporation is a continuance of that of its constituent companies, in establishing, rather than mere agencies, comprehensive representations abroad through native firms of recognized standing, who devote their intimate knowledge of local markets to the American house and receive executive supervision from the United States, or where practicable from a resident executive appointed from New York.

The president is Walker W. Vick, who had executive direction of the two original companies. He was formerly receiver-general of customs of Santo Domingo, and is a man of wide experience in Latin-American business. Louis E. Stoddard of Bonbright & Co., Inc., and the Marlin-Rockwell Company and George W. Walbridge of Bonbright & Co., Inc., comprise the executive committee.

### Significance Attached to Return of American Consul-General to Monterey.

Monterey, Mexico, February 20.—[Special].—Philip C. Hanna, United States Consul-General for Northern Mexico, has just reestablished his headquarters in Monterey, after an absence of nearly four years, during which period he maintained his office in San Antonio. The return of Consul-General Hanna to Monterey is regarded as specially significant by American interests in this part of Mexico. It is expected that his presence here and the direct touch that he will have with consular representatives of the United States throughout his district will do much toward improving the trade relations between the two countries. Mr. Hanna has the confidence and respect of the Mexican people to a greater degree than any other American, it is claimed. He came to Monterey more than 20 years ago as Consul-General for the United States, and during all this time he has made a close study of Mexico and its people. During the early revolutionary period he went through some thrilling experiences, including arrest and imprisonment for a brief interval. Upon his return to Monterey Mr. Hanna was given quite an ovation by the foreign and native residents.

### Operations Resumed on Smelter at Asarco, Mexico, Under Military Protection.

Monterey, Mexico, February 10.—[Special].—Preparations are being made by the American Smelting & Refining Co. to resume at an early date the operation of its large smelter at Asarco. Mechanics have been at work for the last few weeks placing the plant in thorough repair. This smelter is situated in the division of the National Railways of Mexico that runs between Torreon and Durango. Ever since the revolutionary period began, more than eight years ago, the region around Asarco has been bandit-ridden. That this condition still exists, to some extent at least, is shown by the fact that only a few days ago the "stub" passenger train that runs from Asarco to Velardena, where connection is made with the main line, was held up by bandits and all the passengers robbed.

It is understood that pending a restoration of complete tranquility the Mexican Government will give military protection to the smelter and trains of the American Smelting & Refining Co. at Asarco. The company will add considerable equipment to that which it now operates upon the railroads for the purpose of hauling ore, coke, smelter products and supplies to and from its different plants. All of this rolling stock is either owned or leased by the company.

### Books About World Trade, Ships, etc.

A selection of the best books concerning world trade, ships and the ocean, foreign countries and foreign languages, has been issued in four pamphlets by the United States Shipping Board, it having been compiled for the Board by the Free Public Library of Newark, N. J., Miss M. L. Prevost, compiler, under the direction of John Cotton Dana, librarian. The new merchant marine having greatly stimulated general interest in ships and trade with other countries these pamphlets were prepared to meet demands for information coming from business men and others. The Newark library was selected to prepare them because of its wide reputation for its business reading service.

# NEWS AND VIEWS FROM OUR READERS

[Publication in this department of letters from our readers does not mean that we either approve or disapprove the views expressed. We believe in a full and frank discussion of the mighty questions of the hour, for only in this way can the truth be found. Therefore we often publish letters with which we do not agree.—Editor Manufacturers Record.]

## Has the Nation Made a Great Blunder in Dealing With Germany?

ROBERT J. ANDERSON, El Paso, Tex.

Perhaps at no period in the nation's history has the very air been so vibrant with tense feeling as during the weeks that have past since the signing of the armistice and the cessation of actual hostilities on the western battlefield. Nor, in my opinion, has there ever been a time in the nation's history when the privilege of citizenship in the United States has so clearly imposed the duty of clear, logical and sober thinking on the part of the citizens one and all. A time when true patriotism should be entirely divorced from partisan prejudice, and when cheap political trickery should be adjourned and kept adjourned until the great problems pertaining to the readjustment of our national life to a peace basis have been fully worked out and correctly solved.

The thought of the nation, to be effective, must find expression, and I apprehend that it is the duty of every citizen who loves his country to give such expression as opportunity affords, giving it honestly, fairly and from the standpoint of a real desire to benefit his country and do his "bit," however small, to help preserve for his country and for its people the fruits of victory in peace that we have fondly believed was won in war by the vast sacrifice of life and treasure.

For the last few weeks the writer has heard many men attempt to give expression to their feelings, who stopped suddenly with the expression, "but I must not criticize the Government or I will be liable to arrest for treason," and this in a country and under a Constitution which guarantees to its citizens and to the press freedom of speech!

Like many of my fellow-citizens, I cannot help but feel that our country is in the gravest danger from the course now being pursued by our Honored President, who was elected by the people as their executive head and their servant, to administer their affairs as their servant and not as their overlord.

Mr. Wilson was elected President at a time when many, even his political opponents, felt that the country was due for a political "housecleaning," and they fondly hoped that he would bring the country high standards of political action and a new and improved type of statesmanship, and that his performances would square with his promises.

Among the very first almost of the important acts of his administration was the repeal of the free tolls provisions in the act passed during the preceding administration regulating the passage of vessels through and the use of the Panama Canal, which the United States Government had built at an expense of some \$450,000,000 and had presented to the world as the nation's great gift to civilization, and which reserved only to the United States the free passage for its own war vessels and for its own vessels engaged in commerce between its own ports, a trade in which, under international maritime law, no foreign vessels could engage and which, therefore, did not place such foreign vessels at a disadvantage. And Mr. Wilson, by the liberal use of the party lash, forced this repeal through Congress in direct violation of the plank in his own party platform on which he was elected and of his solemn promise to the American people, reiterated in his campaign speeches, in which he pledged the American people to enforce and maintain the act passed by his predecessors.

It is not my purpose to hold up in the limelight the many inconsistencies, apparent vacillations and reversals of positions during the years that followed, as conditions with which the public could not from day to day be intimately familiar, and which may have in the President's view seemed to justify his course, but rather with the mantle of charity pass them over down to the more recent events with which we are now more immediately concerned and with which it is the purpose of this article to more particularly deal.

In face of the most solemn warnings in the public press during the summer of 1918, repeatedly reiterated and emphasized and more particularly by the MANUFACTURERS RECORD, who took an

advanced position on the subject and in clear and convincing language pointed out the danger of German peace propaganda, and with the American people to the last man, the last drop of blood and the last dollar needed, standing unitedly back of the President, with no uncertainty as to their determination to continue the war until a complete victory was won by the Allies, with the watchwords "on to Berlin!" and "unconditional surrender!" "the Wilson peace terms," "the Wilson peace notes," and "the Wilson fourteen principles" were joyously accepted and adopted by the enemy as their own. And the German army returned to Berlin to be hailed as the "unconquered heroes of an unbeaten Germany!"

And we cannot too fully realize or too strongly emphasize the fact that Germany is not only unbeaten, but that although "somewhat disfigured, is still in the ring." The serpent is scotched, but not killed, and is still unrepentant and apparently unconscious of guilt or wrongdoing, "German Kultur" merely on a short vacation, and the German propagandist still at work and very much in evidence, apparently guided by strong master hands, showing that while Germany is busy with revolutions and a pretended effort to set up a real democracy, unquestionably the real Germany is still intact, unrepentant, unconverted, unchanged and just as ready for devilment as ever.

I am one of many who cannot help but feel that Mr. Wilson ended the war just a few weeks too soon, and that the additional lives it would have cost to finish the job right would have been but a small cost compared with the results which would have been attained if the allied armies had gone on to German soil and had forced an unconditional surrender after the German people had been given an object-lesson on their own soil as to what war really meant. And I say this advisedly, with a full regard to what it meant to the wives and mothers of the allied nations, and without regarding the lives of the soldiers as a cheap thing to be easily disregarded. They went to France prepared to give their lives if need be to conquer Germany and to free the world forever from the menace of German Kultur.

I do not wish to be lacking in full respect and honor to our President, but feel that an impersonal analysis as above is fully justified by the facts, and I am also free to concede that Mr. Wilson's error, if error it was, was one of judgment and not of motive; however, the issue is closed, and "it is as it is."

Mr. Wilson made his appeal to the country for an endorsement of his policies, and the country announced in no uncertain terms in the late Congressional elections their disapproval of his policies and of one-man power, and this with the storm of protest during the peace notes episode gave the country hope that their representatives in Congress would be permitted to have some share in helping to shape the terms of settlement of the momentous questions involved in their return to a peace basis, but they were doomed to bitter disappointment.

When the announcement came that Mr. Wilson had been invited by the Allies to go to Europe to explain the Wilson 14 peace terms, as soon as he had delivered his message to Congress, which was then about to convene, the country thought, as it had a right to think, that at last we would be informed in details as to what he and Colonel House had decided upon, and that from the haze and obscurity of rhetorical and uncertain pronouncements something definite and in concrete form would be given to the country, so that they could judge as to what they were about to be committed; but instead, he informed Congress "of the request of the foreign powers for his presence." But the country had to be content with the simple announcement and lack of details. He laid out some work for Congress to keep it busy during its absence, took over the cables, placing them under Government control and sailed away without taking Congress or the people into his confidence, and leaving the future to the professional guesser, and the wisdom or unwisdom of his proposed trip, regarding which there was a wide divergence of opinion, to be determined by the future historian, and without either the advice, consent or approval of Congress or of the country



whose hearty sympathy and approval he should have sought on this, the most important mission in the world's history.

Since his arrival in France the country has been duly grateful that Mr. Wilson has been "duly honored," "duly banqueted," "duly decorated" and "royally entertained." On all of which matters the country has been duly informed. But as to the vital matters the country is still in the dark and the President's pledge and pronouncements against secret diplomacy seemed to have been adjourned indefinitely.

It is true that before it can become operative or bind the United States, the League of Nations scheme and the Peace Treaty will have to be ratified by Congress, but the question of most serious moment is, just what kind of a treaty will be passed to Congress for ratification and what will its ratification or rejection involve? And it seems as though it would put the country up against the most vitally serious alternative. Either Congress must put on the rubber stamp and ratify it, or, failing to do so, discredit Mr. Wilson and Colonel House in the eyes of the Allies and the world, or else bind the country to whatever terms the treaty imposes, and what these are liable to be we can only now guess, from Mr. Wilson's pronouncements and lack of pronouncements.

Take, for instance, Mr. Wilson's declarations, "a healing peace," "a peace without victory," "a peace without humiliation," "a peace without punishment," "that we were fighting to make the world safe for democracy and that we wanted nothing for ourselves." These pronouncements were made, as he stated, as a definition of our war aims, and made as the spokesman of the United States.

Taking the words used and applying to them their plain interpretations, it would mean that in entering the war we did so in the interest of the world at large, and that the interest of the United States was only secondary and incidental, while the real facts, as we understand them, are that under Mr. Wilson's executive handling of the situation he allowed the United States to fail utterly and disregard the solemn treaty obligations of the United States in the Hague treaty, to which it was a signator and in which it guaranteed the neutrality of Belgium.

It may be that his desire "to keep the country out of war" overruled the voice of the helpless victims in Belgium and France who were ravished, mutilated, murdered and carried away into slavery by the brutal Huns, and for this reason he turned a deaf ear to the voice of earnest protest of that greatest of Americans, Colonel Roosevelt, whose voice and pen called the country to the fulfillment of its pledge and the performance of its duty under the aforesaid treaty. And it would seem clearly, therefore, that the claim of idealism and altruistic motives as to our reason for entering the war falls flat, for the reason that we did not enter until we were forced to take defensive measures to preserve the United States from the threat of the German menace, and when our own rights were violated, our citizens sent to their death, and when it was clearly apparent that aid to the Allies in defeating Germany was absolutely necessary and vitally necessary for the preservation of the United States from the horrors and devastations then raging on the European battlefields. And while we have no quarrel with "the safety of the world for democracy," and "long for a permanent peace," as well as "a peace with justice," we don't want to forget justice.

We feel that justice demands that Germany should be made to pay to the last farthing the full cost of the war, including indemnities for the loss of every life and for pensions to the dependents of every soldier of all the Allies, even though it takes a century or longer for Germany to liquidate the debt, as well as to restore the ruined homes and the devastated lands of the battlefields.

As we entered the war last, and suffered least, leaving the Allies to carry on the struggle until they were bled white and during which time they protected our shores from invasion, we should take our payment from Germany after all of the claims of the Allies had been liquidated, and I believe the manhood of America would approve of our waiting payment until that time.

If Mr. Wilson and Colonel House present a treaty for ratification, which from his attitude we have a right to expect, which will provide that our stupendous war debt of some \$30,000,000,000 shall be borne by the United States and that Germany be given a clear receipt plus a condonement of her crimes, and that the bonds representing this debt shall be liquidated by our children and our grandchildren, then, indeed, will idealism have proven a most expensive luxury as well as the greatest injustice,

and not only that, but, in the judgment of the writer, a most stupendous mistake, for even if the people of the United States could rise to the altruistic heights which would enable them to heartily approve of this course, it would indeed seem to be folly from the standpoint of insuring immunity against a future war by Germany. For if Germany is kept busy paying her just debts in full as above she will have no surplus left available for the next hundred years to prepare again for world conquest, and by the time the debt shall have been fully liquidated, principal and interest, her people would have learned a lesson that wars of conquest are bad business investments.

Now, just a few words in connection with the "League of Nations" project. Mr. Wilson went to Europe without taking into his confidence either Congress or the people of the United States so far as to give them a bill of particulars or any details whatsoever as to what the plan would involve, with the avowed purpose, as it now appears, of forcing this plan through as a preliminary to the peace treaty proper. I think I speak advisedly when I say that this was a step so momentous that it might well cause any man to stand appalled at the responsibility which he voluntarily assumed. This plan was fraught with potentialities for good or for evil so vast that it would seem to require the united thought and action of the best that we have in this country in statesmanship and in patriotism. Beyond what the term "League of Nations" suggests, we are left wholly in the dark to guess what the finished product will be or what it is liable to involve in the shape of future commitments on the part of the United States. And it seems that this question and all that it involves is to be forced to a settlement in a few weeks, while in the ordinary diplomatic course the negotiations of a treaty involving but a single issue and between but two nations requires months of diplomatic negotiations, and it would therefore seem that so large a question, involving, as it does, a multitude of issues, should certainly be undertaken on different lines.

If the question is settled right the country will not fail to give Mr. Wilson and Colonel House due credit for the accomplishment, and history also will no doubt accord them due honors, but it seems to the writer that it is a work requiring and justifying months or even years of careful planning and developments under proper conditions, and not one that should have been attempted when the brain and heart of the world is war-weary or to be forced through in a few weeks when multitudes of other momentous questions are pressing for immediate settlement. I mean absolutely no disrespect to our Honored President when I take the position that I am not interested in the manufacturing of new national heroes, but cannot forget the teachings of history, where Rome was burned that an immortal poem might be born. As compared with the destruction of Rome the wrong solution of this problem in its effects on our country may well be as the gentle zephyrs in May to the destructive Kansas cyclones.

The doctrine of "self-determination" has a pleasing sound and has set the hearts of many vibrating in turneful harmony, but already it is beginning to bear fruit, and we begin to hear discordant notes from the choir invisible, Sinn Feiners, Bolsheviks, I. W. W.'s, Socialists, and whatnots. The doctrine has been announced that the distribution of our surplus foods will remove the menace and that these elements will join in the universal harmony; but even as I write word comes from Chicago that we are to be treated in the United States to a million-dollar celebration on July 4 next, with a national strike with the usual I. W. W.'s accompaniments provided, and the State of California continues to try out the sentence of its courts on a man convicted of the murder of 10 innocent victims in the San Francisco preparedness day parade.

Self-determination has in it grave elements and danger which would seem to require the most careful handling else it may easily prove a world boomerang.

We all long for the dawning day of universal peace, but cannot help but feel that the United States should not, without the most profound study, on the initiative of any President, however profoundly wise or truly patriotic, enter into a treaty such as the proposed League of Nations nor without first giving Congress and the people of the United States, whose interests will be so vitally affected, either for good or for evil, and perhaps for centuries to come, full opportunity to consider the details and what it will involve in the future and what commitments are to be entered into. These questions should have the intelligent sanction of the majority of the people who are to be bound by them, and that while the treaty itself is being formulated and before the Congress is called upon to act upon it and ratify it.

## Politicians Who Would Sell the Soul of the South for Cotton.

WILLIAM B. ROYSTER, Secretary-Manager Griffin and Spalding County Board of Trade, Griffin, Ga.

I wish to endorse most heartily your recent letter to the Atlanta Constitution. In the spirit of fair dealing with the cost and selling price of cotton I find in the first place that with hardly an exception the farmer is ignorant of the cost of production of any crop he produces, but it is upon his statement that all estimates of the cost of production of cotton are based. In the second place, the writers upon this subject never consider in the selling price the value of the seeds, which are clearly a by-product, cost the producer nothing, all of his charges of man labor, horse labor, seed, fertilizer, harvesting, marketing and rent being charged against the lint cotton. There is nothing fair and square in either of these deductions. If men who write about the cotton problem are basing their arguments on erroneous information as to the cost of cotton production, they are clearly in the wrong, and if even upon this erroneous information they omit a clear seven cents per pound (the value of the seeds) from their calculations, they mislead men who through ignorance or prejudice take these misleading statements and use them to the detriment of the cotton grower.

Take the flat price of 30 cents for lint cotton as an illustration. The average writer on the subject bases all of his arguments on \$150 a bale, while as a matter of fact the price of this cotton (including the seeds) is \$184 a bale, or 37 cents per pound.

In fact, there is little doubt in my mind that the value of the seeds pays the entire cost of cotton production, and I am borne out in this opinion by actual results on a number of farms upon which correct, systematic cost methods were kept.

I am bringing these matters to your attention in the hope of rendering a service, otherwise my feeble efforts would be of no avail, but if I can get you to see this matter from my standpoint, I feel sure great good will result.

One other word in this connection and I am through. I ask you if you do not think that it is deplorable that through the machinations of a few politicians the cotton planters have been the first to appeal to the President for a renewal of commercial relations with the Central Powers? First some of the commercial organizations were hoodwinked into making the appeal, and then, at a meeting of cotton producers which was called, denominated and officered by politicians, the sale of principle was completed.

## Big Program of Development Outlined for Tulsa.

CLARENCE B. DOUGLAS, General Secretary Tulsa (Okla.) Chamber of Commerce.

The Chamber of Commerce of Tulsa, Okla., initiated and put over an election of \$1,750,000 worth of highway bonds for Tulsa county in 1917 and appointed an advisory committee to serve with the County Commissioners in the matter of spending this money for hard-surfaced roads.

The Chamber of Commerce also initiated a movement for an issue of \$1,040,500 worth of municipal bonds for improvements and additions to the water-works and the sewer system of the city and other internal improvements.

When the war situation became so serious it was thought best to hold up this work in order that at the end of the war Tulsa might have a building program of several million dollars with which to absorb the returning soldier labor, and the net result has been that paving, road building, water-works and sewer extensions have been held up in this city until the present time, and that we are now ready to go on with a building program in excess of \$4,000,000 for public improvements.

Advertisements are now running for bids on a portion of the highway construction and for street paving, and a contract for water and sewer extension, to cost \$600,000, has recently been ordered by the city administration. Paving petitions for contracts which exceed \$1,000,000 are now pending at the City Hall.

Tulsa is now organizing the Tulsa Financial Corporation, capital stock \$1,000,000, with which more than 450 prominent business men have up to this time associated themselves as stockholders, the purpose of this company being to encourage industrial plants to locate here through the purchase of stock in such plants

after they have been approved by an executive committee consisting of representative and successful business men. The company will not in any instance put more money into a new enterprise for this city than the original promoters or owners of the company will put in, nor will it go into any industry or enterprise which has not a fair chance to succeed in this particular locality under capable management.

Tulsa has recently organized a soldier and sailor service organization consisting of one representative from the Chamber of Commerce, one each from the city administration, the county administration, the Red Cross, the Y. W. C. A., the Y. M. C. A., the Knights of Columbus, the Jewish Welfare Board, the Government labor bureau and four other civic associations. The purpose of this organization is to secure positions, first, for all returning Tulsa soldiers and sailors; second, for other soldiers or sailors who desire to locate here, and third, to secure positions for those replaced by reason of the return of Tulsa soldiers and sailors. The organization has three paid secretaries, with a card-system clearing-house, and is very materially aiding and solving the labor problems.

This city closed the year with building permits for 1918 of \$4,847,370; with bank deposits under the last call of the Comptroller of \$48,207,102; with bank clearings for the year as reported by Bradstreets of \$489,983,156, making Tulsa the largest city in the State of Oklahoma in this particular.

We enter the new year with confidence, believing that it will be one of the most satisfactory and important in the history of the city.

## Suggests Government Distribute Potash Without Regard to Fertilizer Companies.

C. O. BARTLETT, President the C. O. Bartlett & Snow Company, Cleveland, O.

As I have had many years' experience in dealing with fertilizer plants, I would suggest that one way out of the difficulty of piling up potash in Nebraska would be for the Government to have distributing points in most of the States, so that the farmer could buy it in small quantities; that is, a ton or more, instead of being compelled to go to a comparatively few very large combination companies who make a business of buying where they can buy cheap, or not at all, and selling where they can sell dear, or not at all.

I feel quite positive that if such an arrangement as this could be made by our Government, our Western manufacturers of potash would have no trouble in selling their product.

## Why Do American Papers Help on the German Propaganda?

G. A. ORMEROD, Manager Independent Fisheries, Mayport, Fla.

We have read with much interest and approval your summing up of the potash situation. Thinking that it may interest you, and perhaps help to further your efforts, we are enclosing clipping taken from the Florida Times-Union of recent date, a copy of which also appeared in the Jacksonville Metropolis.

It would appear from this article that the Associated Press was helping to disseminate, perhaps unintentionally, German propaganda, and as the last paragraph will show, of a particularly insidious nature, considering the fact that American potash manufacturers have a surplus on hand sufficient to take care of all our requirements. Why is it that reputable American newspapers practically stand sponsors for such statements?

We hope you will continue your fight to save American producers, even if the whole of Germany starves, and you can rest assured that every true American is behind you.

## Potash Deposits Reported from Texas.

C. P. BRADY, Georgetown, Texas.

We have an unlimited deposit of nitrates recently discovered and are now going to begin operations. Our analysis show that we have the goods. It runs 17 per cent. potash, 34 per cent. carbonate dioxide, 2 per cent. aluminum and other valuable minerals. To any one interested we will send a report made by the Chief Chemist of Texas State University.

### Foresees Great Danger in a League of Nations.

By WALTER JOHNSON, Oklahoma City, Okla.

Evidently the conspirators who propagated the recent world war are now working in the arena of diplomacy to fashion the peace terms, that within the next 25 years the resources of Russia and a few independent governments of Eastern Europe will be in position to establish a military machine that will overrun Italy, Austria, France, Spain and Britain. One of the fields of conquest will be Western and Southern Asia. It is the second movement of Mohammedanism against Christianity. This second movement has for its purpose a league of nations, not because the investigators of the movement depend upon such a league in the future for protection, but because a league of nations must have a first effect, to break the supreme balance of power now held by France, Italy, Britain and the United States. If the balance of power may be placed in a league of nations, the first effect will be to place Germany back on the map, and the question which this war has settled by the blood of millions of men, women and children will be revived in endless debate among diplomatists, and while the controversy goes on, Germany and her multitude of spies and traitors will work night and day in the development of Russian resources to prepare for the struggle. Modern civilization stands in as great a danger at the beginning of 1919 as at the beginning of 1914.

What is the true remedy to dispel forever this dangerous octopus of the so-called Mohammedan faith? Since the Ebert government has been in control in Germany, the agents of that government have been in wireless communication with the German spies in America who are connected up with the Bolsheviks and I. W. W. movements. This would indicate that the Ebert government was organized by the house of Hohenzollern before Wilhelm fled to Holland, and that the Ebert government is holding onto Germany until Wilhelm's agents can get the peace terms framed and protection is granted him and the bloody fiends who murdered Belgians, French, Serbians and Armenians. If this role may be played at the expense of the Allied powers, we may expect spies and incendiaries to spring up in every community in America to make life miserable.

This can be overcome only by an alliance between Italy, France, Britain and the United States making plain in these peace terms first a civil court to arrest Wilhelm and every murderer connected with the war, and impose upon every one of them the death penalty. This will exact the lives of not less than 10,000 men who now act as the world agents for the German-Mohammedan thirst for power. If those murderers are left alive, they will form the nucleus around which dissension must cling for 25 years, even though Allied diplomacy may show strength to avert another attempt at world dominion. There should be no independent government formed from Austria and Eastern Europe into which German agents may go unmolested from Allied governments. A common language should be instituted in Russia and all disputed territory to avoid social caste and racial dissension. Anything less than this gives a chance for another world struggle against modern civilization. Any person who suggests the withdrawal of Allied armies from Russia is laying at the door another attempt against modern civilization. A league of nations may have some virtue, but its real purpose is to give life to Prussian tyranny.

The dangers of sympathy extended to the criminals who murdered Belgians, French, Serbians and Armenians should be apparent to any citizens of Allied governments. We know that the principal statesmen of modern civilized nations have been prescribed by the military caste of Wilhelm, and the scientists of Germany have been devising many scientific methods for the spread of contagious diseases and the administering of poisons by spies to cause the death of statesmen. Scientific methods of killing of every conceivable thought have been the handiwork of German spies.

We know that Lord Kitchner, the military genius of Britain, came to an untimely death by the information of German spies. Any of us may conceive the destiny of France, Italy, Britain, with all modern civilization, had America failed to enter the war on the side of the Allied powers. Any of us may conceive now that without the firm position of ex-President Roosevelt the United States would probably have remained out of the war. We do not know whether Roosevelt came to his death by natural causes or from the pill of a German agent. The house of Hohen-

zollern could well have paid for his death a half billion dollars two years before. What would the death of Clemenceau, George, Orlando or Foch be worth to Prussian ambition at this time? The chances are that with the loss of these men, or any one of them, other men would arise in their stead who would condone the crimes of Wilhelm and his spies and murderers. Sympathy should not be the watchword. Justice, with the guillotine, is now the watchword of civilization. St. John the divine announced the rule of Christianity when he wrote: "He that killeth with the sword must be killed with the sword." Bring to justice the culprits who still seek to demolish civilization.

### Shall We Permit Germany to Win?

O. P. MAXSON, M. D., Stuart, Fla.

You have done a grand work during the war and are still at work, but perhaps matters at Versailles are too far along for the views of good Americans to avail much now.

Is Germany going to win after all these horrible sacrifices?

Is she going to be permitted to flood the United States with cheap goods and bloody emigrants?

These are our imminent dangers, but to my mind the greatest of all questions is the following one:

Is France going to be so blind in her anxiety to get money out of Germany for reparation and indemnity that she will encourage giving her raw material and a world market at once?

If this is done Germany will win, and in her blindness France will have her chance for trade and prosperity throttled before her mined factories can possibly be repaired.

Germany's strongest card is "Give us raw material and an open market or we can't pay indemnities." It is their new "Kamerad" cry, and bids fair to win. France had far better wait 10 years before she gets a dollar in cash, and 100 years to get her full indemnity.

Let Germany work her land and her mines. Return the machinery from her factories to Belgium and France, but for the sake of humanity don't give her a world market for her phony manufactures.

The German people are vile-minded, heartless degenerates. If every Hohenzollern was hung the same people that financed and carried on the horrible war of murder and loot would still be in power striving to throttle legitimate and honorable world trade by their deceit, propaganda and vicious German methods.

"Kamerad! Give us raw material and an open world market or we can't pay."

Is this going to be our Waterloo, after all?

### The Pine an Emblem.

By ROGER MILLER, General Secretary Chamber of Commerce, Macon, Ga.

The American people have grown wonderfully in unselfish service—in Christian service. I wonder if we fully realize just how much we have grown! To me the Southern pine is emblematic of our progress.

The seed springs into life amid the shadows of the ancient forest, the plant so tiny, so delicate that it is lost in the tangled grass that surrounds it.

With fertile soil below and a ray of sunshine from above it begins to climb, and climb and climb. And one day it stands alongside the sturdy oak a century old.

But the growth of the pine is ever upward, and it continues to climb heavenward until the plumed head towers above every other tree of the forest, and the pine looks out upon the whole world.

A few years ago the American spirit of service was born beneath the shadows of conservatism, and amid the tangled bramble of individualism and commercialism. Selfishness surrounded us on every side, and the winding trail through the forest was a narrow rut left by the wheels of custom and habit.

Today our vision extends beyond the distant horizon, east and west, north and south, and to the remote corners of the globe.

And we respond to every call for service, whether it be from the homeland or the forgotten places of the earth.

As the pine yields its all to the betterment of humanity and to the progress of civilization, so we are learning that we came into life that we might leave the world better than we found it; that our value upon earth is measured solely by the service we perform.



## America and World Affairs as Viewed in China—A Suggestion to American Business Men.

The Industrial and Commercial Bank, Ltd.,  
(Registered and Head Office, Hongkong.)

Hankow, December 16, 1918.

Editor Manufacturers Record:

I am very gratified in knowing the stand taken by your paper in the introduction of Chinese labor from your letter of September 7, which was forwarded to me from Hongkong. I was informed before the signing of the armistice from a friend closely connected with the administration in Washington that the authorities high up have not seen fit to consider the importation of Chinese labor yet. From this intelligence and the present conditions, the time is not yet ripe for the American public to give any serious attention to the question. Although from the viewpoint of common sense, it is a pity that we could not lend you our surplus man-power to develop your million of acres of desert land, whose urgent reclamation is advocated by President Wilson during the coming reconstruction in his recent address to Congress. I think the intelligent and thinking men of the two countries might be able to assist in bringing the trade relation between the two countries closer together.

One of the verdicts of the present war is that the geographical isolation of America is to be abandoned forever. This means that America is going more into world politics in order to carry out her high ideals, and consequently she will pay more serious attention to the undeveloped Orient, especially in regard to commerce and industries.

If America is going to take hold of the opportunities offered in China, she must start right, in order to assure success. It would not do for her to imitate the old ways of indirect trading with the Chinese through compradores, who have to go, for such an inefficient, uneconomical, indirect and unhuman system, is unsuitable to the present time. The Japanese are the first to realize the above fact, for one of their leading banks in Hongkong is run without a comprador, and their importers in the Yangtze region are buying cotton, wood, oil and other products directly from the Chinese, instead of through compradores, according to the usual way of purchasing commodities as that of their competitors of other nations. Even the British in China are now beginning to study the Chinese language in order to enable them ultimately to compete with the Japanese. But all these are inadequate and halfway of solving the trade problems. The only practical and economical means in the long run is for the enlightened business men of America and China to co-operate and assist each other in every way possible for their common good or the doctrine that "I help you and you help me."

In this connection I like to mention that the educated Chinese are gradually entering the commercial and industrial field. Our bank, promoted by returned college men from America, is a very good example. Our object is to get the business men of the two countries to deal directly with each other. We are establishing a branch in Hankow at present, and will open for business in January, 1919. If there are any American business men or capitalists who are interested in undertaking anything worth while in China, with the co-operation of intelligent Chinese, our bank's service is at their disposal.

If there is any information that you want about China, I shall be too glad to furnish you. Please don't hesitate to write, for I am too glad to be at your service. J. K. CHOY, Vice-Prest.

### Conditions of Southern Iron and Steel Market.

Birmingham, Ala., February 24—[Special.]—A few car lots of pig iron have been disposed of lately but the aggregate business of this month is practically nothing, so far as the South is concerned. Further reduction in price is hardly possible with the cost of production as high as it is.

Reports that foreign countries are in the market for a large tonnage of basic and foundry iron both are to be heard here, but no developments are noted as yet. Estimates vary as to the amount of pig iron accumulated, but there is no denying that more iron can be seen in furnace yards here now than at any time in more than two years.

Machine shops and foundries in the Birmingham district are still doing fairly well. The Hardie-Tynes Manufacturing Co.,

working on marine engines, has been going night and day with prospects of a continuation for sometime. Other large foundries and machine shops have promise of large contracts on sugar-refining machinery, cottonseed-crushing machinery and general machinery work and working forces are being kept intact.

Cast-iron pipe trade still is dull. A few specifications have been received but the tonnage is far from being sufficient to warrant full operation of plants.

Steel-mill operations show no changes, independent mills going about 50 per cent. capacity and steel-corporation plants going above 85 and 90 per cent. There is a little demand for steel rail and other shapes.

Coke producers announce that there is need for all that can be gotten out here. Independent coke manufacturers say that there is no reason as yet for uneasiness, that orders in hand and in sight will require a very large tonnage.

Coal production in Alabama is lagging some and it is not improbable that the lagging output will be reflected in the coke production. Domestic coal is in strong demand and prices, f. o. b. mines, have advanced. Steam coal is in need of customers. Those mines which provide no steam or bunker coal are well loaded with contracts for the entire year. However, there is hope that an early improvement will be noted in the steam and bunker-coal demands. Improvement is noted in callings of steamships at Mobile, a regular traffic between Mobile and Cuba and South America having been started. During the past week, one of the new composite boats, wood and steel, produced by the Mobile Shipbuilding Co., an allied interest of the Birmingham Steel Corporation, was chartered and set out on a trip across seas, touching first at Venezuela. One thousand tons of coal were taken on at Mobile. Two other boats of the same kind are nearing completion, being about 90 per cent. finished, while four steel boats are being turned out by the same company. All will require much coal. Preparations have been made at Mobile and New Orleans to handle large quantities of steam and bunker coal from the Birmingham district. The barges being built for Warrior River transportation are being turned out in quick order and will be placed in service shortly. At the plant of the Chickasaw Shipbuilding Co. at Mobile, barges have been constructed to be used on the Warrior River between the Birmingham district and Mobile in handling coal, steel and other material. The United States Emergency Fleet Corporation is working hard on two concrete boats at Mobile in which 1600 tons of steel rod from the Tennessee Coal, Iron & Railroad Company, Birmingham, is being used in each boat. These two boats will be launched in May, by which time another concrete boat will be started on. The Mobile Steel Co. is turning out small life-boats and the smaller craft, fabricated steel being used in considerable quantity. In the immense shipbuilding development at Mobile a large quantity of steam and bunker coal is being used, the Birmingham district anticipating further needs when the Warrior River transportation facilities are improved by the Government, later in the year.

Pig iron and old material quotations in the South are as follows:

#### FIG-IRON.

No. 2 foundry, 1.55 to 2.25 per cent.; silicon, f. o. b. furnaces, Birmingham basing point, \$31 to \$34; differentials same as heretofore; basic iron, \$30 to \$33, f. o. b. furnaces; charcoal iron, \$31, f. o. b. furnaces.

#### OLD MATERIAL.

Old steel axles.....	\$18.00 to \$20.00
Old steel rails.....	12.00 to 13.00
Heavy melting steel.....	17.00 to 18.00
No. 1 R. R. wrought.....	19.00 to 19.00
No. 1 cast.....	18.00 to 20.00
Stove plate.....	14.00 to 16.00
Old car wheels.....	12.00 to 13.00
Old tramcar wheels.....	15.00 to 20.00
Machine shop turnings.....	6.50 to 7.50
Cast iron borings.....	6.50 to 7.50

### Stone & Webster's Handbook.

Stone & Webster, 147 Milk street, Boston, Mass., have just issued their "Electric Railway, Electric Lighting, Gas and Water Power Properties Manual for 1919," which gives brief descriptions of the various properties under the management of their organization, together with statements of capitalization, particulars regarding the securities, earnings and expenses thereof for the year 1918, besides other data.

## RAILROADS

### A Texas Oil Region Railroad.

Bids are being invited at Eastland, Tex., for the construction of the first seven miles of the proposed Eastland, Wichita Falls & Gulf Railroad from Eastland to Mangum, Tex., these contracts to cover grading, bridging and material. It is estimated that the cost of the work will be about \$150,000, and a report from Eastland says that this amount has been underwritten and satisfactorily guaranteed. O. B. Colquitt of Dallas is president, and C. H. Chamberlain, chief engineer, with office at Eastland.

It is stated that the work will include the following: Embankment, 73,000 cubic yards; earth excavation, 30,000 cubic yards; loose rock, 1000 cubic yards; solid rock, 2500 cubic yards; besides some pile trestling and 23,000 crossties. There will also be required some reinforced concrete culverts and two wing wall abutments.

The purpose of this proposed railroad is said to be providing transportation facilities for the Eastland oil region. It will connect with the Texas & Pacific Railway at Eastland and with the Missouri, Kansas & Texas Railway at Mangum. Ultimately the line is to extend through from Maytown to Newcastle, Tex., about 100 miles, via Eastland.

### Regulating Coal Shipments in the South.

B. L. Winchell, regional director of the Southern Region of the United States Railroad Administration, Atlanta, Ga., has issued a circular-letter to railroads and terminals of that region saying that the Fuel Administration has issued an order, effective February 1, concerning bituminous coal, and saying that no producer shall accept an order for shipment unless it specifies the final consignee and ultimate destination of the shipment; also that he must not ship or consign any coal except to the final consignee and ultimate destination, and moreover, every producer is expressly prohibited from shipping for reconsignment; but this does not prohibit acceptance of orders from or shipment to the Tidewater Coal Exchange, the Ore and Coal Exchange or any railroad assembling yard in or near the mining district in which a shipment originates, to there apply original billing to final consignee and ultimate destination.

Mr. Winchell adds: "In view of the discontinuance of district offices of the Fuel Administration, the duty of enforcing this rule will devolve largely on the railroads. It is particularly important at this time that the matter be closely watched, as there will be a natural tendency to ship coal for purposes of speculation which might easily result in a renewal of conditions which existed prior to the creation of the Fuel Administration."

### \$12,300,000 Profit Reported for Southern Roads.

A report from Washington says that the first annual statement of financial results in the Southern Railroad Region, which is under the charge of B. L. Winchell, Atlanta, Ga., as regional director, shows a profit to the Government of considerably more than \$12,000,000. This result, it is said, was accomplished through savings effected by combining ticket offices, better loading of cars, short hauls and other operating efficiency. The roads in this region had gross operating revenues of \$547,777,171; operating expenses, \$423,276,752; net revenue, \$124,500,419; net operating income after taxes, equipment rentals, etc., \$104,508,540. The estimated average annual return or rental paid by the Government is \$92,183,911, which leaves a profit of \$12,324,629. It is remarked that the Southern roads are thus far the only lines showing a profit to the Government.

### Railroad Appointments.

Chas. H. Hix of Norfolk, Va., has been appointed Federal manager of the Virginian Railroad with headquarters at Roanoke, Va. He will, however, continue to occupy similar positions with the Norfolk & Portsmouth Belt Line and the Hampton Roads Railroad terminals, with headquarters at Norfolk.

C. W. Vaughan has been appointed general baggage agent of the Seaboard Air Line, with office at Norfolk, Va., this being a newly-created position.

### Dallas to Wichita Falls Railroad Plan.

Plans for the construction of an interurban railway from Dallas to Wichita Falls, Tex., about 125 miles, are being promoted, and engineers are preparing plans according to a report from Dallas, where a meeting was held last week. Wiley Blair, John N. Simpson, T. E. Jackson, E. J. Kiest and Tom Finty, Jr., compose a publicity committee which is working on the project. At the meeting, which was attended, it is stated, by nearly 100 business men, a resolution was adopted pledging \$75,000 to the enterprise, of which two-thirds are to be raised in Dallas and the rest in Wichita Falls. There was a total of \$25,000 subscribed at the meeting. J. A. Kemp of Wichita Falls said that place would do its full share. A club of 100 members is to be formed at Dallas to push the plan through.

### May Buy Rails and Material.

Washington, February 24—[Special.]—The Regional Directors of Railroads have been notified that they may place orders for rails. This decision is significant in as much as it has been understood that there would not be any purchases until prices receded. It is stated the United States Steel Corporation pointed out that it had voluntarily ordered lower quotations and had been influencing allied industries to do likewise. As the permission to buy rails carries with it the right to buy kindred material the effect on business generally is expected to be beneficial.

### New Quicksilver Operations in Texas.

Alpine, Tex., February 21—[Special.]—What promises to become a quicksilver district of large production is being developed in a remote locality of the Big Bend region, about 50 miles east of Terlingua, according to the statement of B. H. Hedrick of San Antonio, who has arrived here from a prospecting trip through that part of the Upper Rio Grande border country. He says that while the new claims are yielding considerable quantities of rich cinnabar ore, no furnace has as yet been installed, and it will be some time before shipments of quicksilver are made.

In the Terlingua district the Rainbow Mining Co. is sinking a deep shaft with the view to opening to development new bodies of cinnabar ore.

The cinnabar properties of the Study Butte Mining Co. and the Texas Almaden Mining Co. in the Terlingua district are under lease and the lessees are unwatering the Texas Almaden and the Big Bend mines, preparatory to resuming mining operations on a big scale.

The Chisos Mining Co., which has been a large producer of quicksilver for several years, recently uncovered a new body of cinnabar ore in its lower workings, and the furnaces will continue their steady output for some time to come, it is expected.

This is one of the pioneer mines of the Terlingua district.

Cinnabar ore has been found on the Mexican side of the Rio Grande, opposite Terlingua. Several prospects there were located several years ago, but on account of the revolutionary conditions little effort has been made to develop the properties.

### Spinning Mill Enlarged.

The L. H. Gilmer Company of Philadelphia, Pa., will make an addition of 5500 spindles and 12 looms to its present spinning mill at Millen, Ga., and more looms will be added later. L. H. Gilmer is president; J. S. Krauss, secretary and treasurer, and T. W. Harvey, superintendent; capital \$75,000.

The Union Seed & Fertilizer Co. of Mobile has completed the installation of peanut-oil crushing machinery in its plant and is now engaged in the manufacture of peanut oil and meal. The company is drawing its principal supply of peanuts from South Alabama and Georgia.

The Secretary of Labor denies published reports that strikes have been increasing at an alarming rate. The fact of the matter is, he states, that "the industrial situation in America is better today than it was two weeks ago."

# Good Roads and Streets

## Bonds Voted.

Antlers, Okla. — Pushmataha county voted \$129,000 to construct graded roads.  
 Bonham, Tex.—Fannin county voted \$40,000 bonds to construct roads.  
 Boonville, Mo.—Cooper county voted \$100,000 bonds for road construction.  
 Rockwall, Tex.—Rockwall county voted \$800,000 bonds to construct roads; State will appropriate \$100,000 additional.  
 Idabel, Okla.—McCurain county voted \$50,000 bonds for road construction.

## Bonds to Be Voted.

Bastrop, Tex.—Bastrop county votes March 15 on \$320,000 bonds for road construction.  
 Groesbeck, Tex.—Limestone county votes March 18 on \$375,000 bonds for road construction.  
 Hillsboro, Tex.—Hill county will vote on \$250,000 bonds for road improvements.  
 Kissimmee, Fla.—City votes March 8 on \$97,500 bonds to improve streets, etc.  
 McKinney, Tex.—Collin county votes March 15 on \$800,000 bonds to construct roads.  
 Meadville, Miss.—Franklin county will issue \$200,000 bonds to construct roads.  
 Morgantown, N. C.—Burke county will issue \$30,000 bonds for road improvement.

## Contracts Awarded.

Boone, N. C.—Watauga county awarded \$200,000 contract to construct 100 miles of roads.  
 Charleston, S. C.—Charleston county let contract to construct 3.7 miles of concrete road.  
 Columbia, La.—Caldwell Parish awarded \$65,000 contract to construct 15 miles of graveled highway.  
 Fayetteville, W. Va.—Fayette county awarded \$80,000 contract to construct 18 miles of road.  
 Jonesboro, Tenn.—State awarded contract at \$22,443 to construct 21.35 miles of highway in Washington county, involving 200,432 square yards of water-bound macadam surfacing.  
 Tulsa, Okla.—Tulsa county let contract at \$181,445 to construct concrete road.  
 Van Horn, Tex.—Culberson county let \$68,000 contract to construct 43 miles of road.

## Contracts to Be Awarded.

Amite, La.—Tangipahoa Parish has \$100,000 available to construct 25 miles of road.  
 Ashland, N. C.—City will expend about \$100,000 (bond issue) for street and sidewalk paving.  
 Athens, Ala.—City will open bids February 28 to construct 79,000 square yards of macadam paving, 47,000 linear feet of curb and gutter, etc.  
 Atlanta, Ga.—Fulton county appropriated \$85,000 for street improvements in Atlanta.  
 Atlanta, Ga.—Fulton county invites bids until March 15 to pave 143,000 square yards of road with concrete, bituminous concrete, vitrified brick or other paving.  
 Angleton, Tex.—Brazoria county will construct roads for which \$300,000 bond issue was previously voted.  
 Baltimore, Md.—City will receive bids until March 12 for street paving, to include 127,820 square yards of sheet asphalt, 10,325 square yards of vitrified brick, 7330 square yards cement concrete, etc.  
 Ballinger, Tex.—Runnels county will construct 20 miles of highway.  
 Bristow, Okla.—City will construct brick paving costing \$70,000.  
 Cape Girardeau, Mo.—City receives bids until April 1 to construct 20 blocks of concrete paving.  
 Daingerfield, Tex.—Morris county invites bids to construct 15 miles of road.  
 Del Rio, Tex.—Valverde county contemplates constructing 7 miles of tarvia road costing \$45,000.  
 Elkins, W. Va.—Randolph county will receive bids until March 3 to grade and drain 23 miles of road.  
 Fayetteville, Ark.—Washington county has \$100,000 available for road construction.  
 Giddings, Tex.—Lee county invites bids until March 4 to construct 16 miles of gravel road.  
 Independence, Mo.—Jackson county will construct 3 miles of macadam highway.

Live Oak, Fla.—State and Suwanee county have \$30,000 available to construct 11 miles of sand-clay road.

Madill, Okla.—City will expend \$75,000 for concrete paving.

Milton, Fla.—State and Santa Rosa county have \$190,000 available to construct 15 miles of vitrified brick road.

New Cumberland, W. Va.—Hancock county will receive bids until March 4 to construct 3 miles of brick or concrete road.

Paris, Tenn.—State invites bids to construct 15½ miles of road costing \$100,000 in Henry county.

Pine Bluff, Ark.—Jefferson county will construct 40 miles of rock and gravel road; cost \$300,000.

Port Lavaca, Tex.—Calhoun county plans expenditure of \$120,000 to construct 10 miles of road.

Portsmouth, Va.—Norfolk county receives bids until March 3 to construct 18,000 square yards of concrete highway and will expend about \$100,000 to construct five additional miles of concrete road.

Richmond, Va.—State will construct 3 miles of concrete road costing \$70,000.

San Antonio, Tex.—Bexar county will expend \$32,467 to improve roads.

Shelby, N. C.—Cleveland county has \$25,000 available for road construction.

Shreveport, La.—Caddo parish invites bids until March 13 to construct 25,000 square yards asphaltic concrete paving, etc.

Shreveport, La.—City will construct 80,000 square yards of asphaltic concrete paving.

Towson, Md.—Baltimore county has \$300,000 available for road construction and maintenance.

## Four Southern States Plan Bond Issues Aggregating \$115,000,000.

Chattanooga, Tenn., February 21.—[Special.]—Bonds in the sum of \$115,000,000 and a State fund of \$2,000,000 per annum for a period of 10 years represents the plans of the four Dixie Highway States of Tennessee, Georgia, North and South Carolina to build State systems of permanent roads. The Legislatures of Tennessee, North and South Carolina are now in session, giving what is believed to be favorable consideration to the respective measures. The Legislature of the State of Georgia will meet in June. However, a strong movement is on foot in that State to have a special session of the Legislature in March for the purpose of authorizing the bond issue and keep pace with the other States by preparing to start work with the increased funds this year. The directors of the Dixie Highway Association are leading the fight in each State for the bond issues. It is felt that this is the quickest way to secure the permanent improvement of the highway.

Tennessee is leading off with a proposed bond issue of \$50,000,000, which will be taken care of by an increase in the automobile tax to \$1 per horse-power and the use of the mill tax which is now being collected for State aid. As it is not necessary for this bond issue to be referred to a vote of the people, it is possible that Tennessee will get the measure through in advance of her sister States. The legislation designates the general routing of the highways to be permanently improved. A State highway commission composed of three members devoting their entire time to the work, the Governor and State Treasurer, is proposed.

Georgia is working on a bond issue of \$40,000,000 along the lines of the Illinois plan, and provides for a State highway commission of three. The motor tax is to be increased to an average of \$20 for passenger cars and \$40 for trucks. Three classes of State roads are provided for, the only limitation being that at least 70 per cent. of the funds must be expended on an approved type of paving.

South Carolina is asking for \$25,000,000 in bonds to be retired and interest paid out of the automobile license fees. The tax is placed at \$1 per horse-power. A new highway commission is also being asked for.

North Carolina has substituted for the bond issue plan the raising of a fund of not less than \$2,000,000 annually for a period of 10 years to meet any Federal aid which is secured. This fund will be raised by an increase to 75 cents per horse-power for motor vehicles and other taxes. A new highway department is also being sought. North Carolina's appropriation will be available as soon as the bill passes.



### Many Millions Asked for Virginia Highways.

Richmond, Va., February 22—[Special.]—One hundred and eight miles of public highway are now being improved by the State highway commissioner with State and Federal road aid funds, according to the announcement of George P. Coleman of the State Highway Commission. Up to January 1 twenty projects had been certified to the Government, representing an outlay of approximately \$874,900. Bids also were opened last week which call for 15 miles of new highway, and more plans and estimates are in course of preparation for work to be done as soon as the spring weather will permit.

Reviewing the work of the past year, Commissioner Coleman reports the building of highways in Prince William county, 3½ miles; Elizabeth City, Russell and Albemarle counties, 3½ miles each; Franklin county, 9 miles; King county, 7 miles; Augusta county, 4 miles; Rockbridge, 5½ miles; Middlesex county, 14 miles; Fauquier county, 5 miles; Pittsylvania county, 3¼ miles; Surry and Prince George counties, 4 miles.

The estimates asked and bids opened last week were for 15 miles of highway in Chesterfield, Southampton and Surry counties.

It also is announced that the next Legislature will be asked to appropriate \$3,500,000 for highway work in this State instead of the \$500,000 which has been voted at each session in recent years. It is also stated that the legislators will be asked to issue bonds for \$25,000,000, which sum will be used in the construction of new bridges and roads.

Many of the highways were badly cut up as a result of the heavy traffic of military trucks. A large number of bridges also have been destroyed, which necessitates the large expenditure.

### Extensive Road Building Planned for Arkansas.

Little Rock, Ark., February 21—[Special.]—Important construction projects are contemplated in bills which have been enacted by the 1919 Arkansas General Assembly or which are pending before the Legislature, including road and bridge plans.

The bill authorizing creation of one bridge district here to construct two bridges to span the Arkansas River, one to cost \$650,000 and the other \$750,000, already has been enacted and has been approved by the Governor.

Senator Charles A. Walls of Lonoke county has introduced the big State road-building project, providing for a \$30,000,000 bond issue to be utilized in constructing, under supervision of the State Highway Commission, improved roads to connect every county-seat. The bill would levy a special tax of 2½ mills on all taxable property and would make the State auto tax \$20 per annum instead of \$10.

Virtually every county in the State has one or more road-improvement bills in the Legislature. One act has been enacted to create the tri-county district in Greene, Poinsett and Craighead counties to construct 65 miles of asphalt macadam roads. The Legislature has passed a bill validating creation of the Little Rock-Hot Springs Highway District, and construction will begin within 30 days, commissioners say. The road, to connect the two cities, will be constructed of asphalt macadam.

Much road work under State and Federal aid will come within the next two years, according to a report submitted to the Legislature by W. B. Owen, State highway commissioner. In Mr. Owen's report he says:

"This department has been allotted during the past two years by the Federal Government as aid to road construction the sum of \$498,085.77. The last Legislature appropriated \$496,134.60 to offset the Federal fund, making a total of \$994,220.37.

"There will be available during the next two years \$1,704,871.72 of State and Federal funds, provided the State appropriates its share. This will mean a grand total for the past and future two-year period of \$2,699,092.09. Of this amount, there has been allotted \$1,458,546.52 for projects that have or will be able to comply with State and Federal laws and regulations. Therefore a balance of \$1,240,545.57 to be allotted during the next two years, figuring, of course, that all projects included in the above finally qualify.

"A bill has passed the United States Senate, and it is certain to pass the House, carrying an additional appropriation of \$209,900,000 for road aid. This will mean to Arkansas \$2,184,000

more for the next two-year period, which, added to the above amount unallotted, will give us \$3,424,545.57 to allot during the coming two-year period.

"The allotments made to date cover 55 counties of the State, and will mean the construction of 2015 miles of roads at an estimated cost of \$15,239,600. All of this work is now either under contract or is ready to contract. The largest of these contracts is the Arkansas-Louisiana Highway. It is now under construction, the cost of which will be approximately \$3,000,000 for 156 miles of road."

### Big Plans in Mississippi for Permanent Highways.

Jackson, Miss., February 22—[Special.]—Proof of the interest Mississippi is taking in the building of good roads is found in the fact that all existing Federal appropriations for highway building in this State up to 1921 have been assigned by the State Highway Commission.

At a recent meeting of the committee, delegations from all parts of the State were present seeking Federal aid. Among the most interesting of the propositions brought up was the plan of Coahoma county to build 22 miles of concrete roads.

Coahoma already has the largest mileage of improved roads of any county in the State, and being one of the richest counties in the South, is turning its attention to permanent types of highways.

Thus far road building has consisted almost entirely of gravel highways, but the present winter has shown that more permanent construction is needed for heavy truck traffic. Continuous rains and heavy travel together have made highways in many parts of the State well-nigh impassable, and have hurt business seriously.

In fact, a good part of the present enthusiasm for better roads has been born of the present condition of the State's highways.

Passage of the pending agricultural measure, with its good-roads rider, would give the State \$3,600,000 more for roads in the next three years from the Government, provided the various counties contributed a like amount, which seems altogether probable.

### Louisiana Plans \$3,000,000 State Highway Improvements.

New Orleans, La., February 20—[Special.]—Five thousand miles of hard-surfaced roads, costing approximately \$34,000,000, linking every parish in the State and connecting New Orleans as its center with every outlet of the State, is the five-year program of the State Highway Department just announced.

About 1700 miles of this system are now completed, costing in the neighborhood of \$10,000,000. Some of these roads were built at an expense as low as \$4000 a mile. But labor, road materials and transportation have risen, and it is estimated that the construction will average \$7000 a mile henceforth, an increase of 75 per cent.

Further aid, both State and Federal, will be required to carry out the program.

At the present time the highway department of Louisiana has available, within the next three years, \$741,751.52 of Federal funds, and the State Highway Department has \$177,000 per year to spend in addition, not to mention the bond issues that are being voted by the parishes.

Since the Federal Government has manifested such a lively interest in road building the State Highway Department is continually in receipt of requests for road surveys, engineering aid, etc., and, of course, financial assistance on local road projects.

The latest of these was an application from Grant parish for the construction of 20 miles of highway to cost about \$200,000, running from Bayou Nantache to the Rapides parish line. The parish authorities have qualified for all State requirements, and their proposal simply requires Federal approval, which is said to be assured.

The United States Fuel Administration announces that while considerable gas has been found in England the reported discovery of oil is premature. No oil has yet been struck.

# COMMENTS, KICKS AND COMMENDATIONS

## Change in Form an Improvement.

J. W. OPEN, Oden-Elliott Lumber Co., Birmingham, Ala.—Enclosed please find check—\$6.50—as renewal of our subscription. We consider the recent change in form of the MANUFACTURERS RECORD an improvement, and approve heartily your work for Americanism and your fight against pro-Germanism in all its subtle propaganda.

## Likes the Spirit and the Form.

S. S. BUDLONG, General Engineering & Construction Co., Rockford, Ill.—You may enter our subscription to your publication for one year from date of expiration. We like your publication very much better in its new form. In some way, it seems to be more readable and interesting. We congratulate you very highly on the attitude you take with reference to Germany.

## Has Steadfastly Stuck to Real Americanism.

E. J. ROWE, Vice-President and Secretary, Adams, Rowe & Norman, Inc., Coal and Coke, Birmingham, Ala.—Enclosed herewith we hand you our check for subscription.

I wish to compliment you very much on the new size of the MANUFACTURERS RECORD. I think it a decided improvement, and am sure it will be appreciated by all of your readers. Also wish to thank you for the steadfast way in which you have stuck to real Americanism, and for so ably presenting it to the American people during this war. I am sure that your services in this respect has been equal to the service of a large army.

## A Necessity in Every Progressive Home.

R. J. KNIGHT, President, Del Oro Groves, Safety Harbor, Fla.—Enclosed find check for \$6.50, for which please send the MANUFACTURERS RECORD for one year to Mr. Harold H. Francis, R. F. D. No. 1, Clearwater, Fla.

I find it so sane, satisfying and sanctifying for Americans in their business and national dealings that I wish it might be included in the list of necessities in every progressive home, and am making a beginning by introducing you into the household of my friend.

## Indispensable Because of Its Americanism.

D. ARTHUR BOWMAN, Bowman, Cost & Company, Investment Brokers, St. Louis.—Would it be possible to send me one of the famous "War Eagle" compendiums of editorials and booklets from your sterling publication? I find that I have not preserved a copy for my library and would appreciate your forwarding, with bill for charges.

Your publication continues, in my opinion, to be one of the most American in thought and spirit of any which comes to this office, and, from that standpoint alone is indispensable in these days of grave social reconstruction problems.

## Of Constant Interest and Inspiration.

H. W. PLUMMER, Vice-President and General Manager, Asheville Power & Light Co., Asheville, N. C.—I have for years found the MANUFACTURERS RECORD of constant interest and inspiration.

I enclose herewith check for \$6.50. Kindly credit my subscription account with \$6.50 and send a copy of the issue of February 6 to the following, and if not too much trouble call attention to Mr. Edmunds' cover editorial and Mr. Harris' address before the Louisville Chamber of Commerce: Mrs. W. T. Bush, 1 West 64th St., New York City, N. Y.; Mr. Chas. E. Denison, 4 Post Office Square, Boston, Mass.; Mr. Haywood Parker, Asheville, N. C.

## Positive and Virile Policy Commended.

L. G. CARPENTER, The Colorado State Council of Defense, Department of Publicity and Information, Denver, Colo.—I want to express my appreciation of the positive and virile policy of the MANUFACTURERS RECORD, because of which I have taken pains to put available copies in the hands of people interested. They have uniformly obtained much favor.

## Great Inspiration for True Americanism.

MILES T. BITTING, vice-president National Slag Co., Allentown, Pa.—We are glad for the opportunity of renewing our subscription to your wonderful industrial paper. We have during the past year found great inspiration for the true Americanism which it preaches in all of its articles, and particularly so in its editorials. We wish to commend you for the stand you have taken in the great fight to arouse true American spirit in the American people. I know that your editorials have done remarkable work in offsetting German propaganda. I have several business friends in mind now whom I will tell about your magazine at the first opportunity.

## Likes the New Dress.

O. A. PICKETT, Dover, N. J.—I like the MANUFACTURERS RECORD in its new dress much better.

## Do Not Care to Be Without It.

C. W. COOPER, SR., President and General Manager Cooper Auto Supply Co., Thomasville, Ga.—We are pleased to enclose you our check for \$6.50 renewal for the MANUFACTURERS RECORD. Your ideas for Americanism are so thorough and splendid that I do not care to be without it, or miss a single copy.

## Good Done for Whole World.

CHAS. A. BROWN, JR., Jacksonville, Fla.—We are deeply interested in you because of the general good you do for us here in common with the rest of the South, but more especially for the good you do the whole world in standing for absolute right in demanding punishment of the grossly guilty German.

## Commands Staunch Americanism.

S. A. FORD, Liberty Farm, Brookline, Va.—It affords me pleasure to enclose check \$6.50 for 1 year's subscription to the MANUFACTURERS RECORD. Your loyalty and staunch Americanism appeal strongly to me, and your loyalty to the South and your valuable aid in her rebuilding I gratefully acknowledge. Our Southern boys have helped to win a cause that has often been called the "Lost Cause." I am proud of them and our whole nation, though I mourn the loss of a grandson, who fell in France, fighting for the same ideals and principles that I fought for in the Confederate Army.

## The Voice of the People Should Be Heard.

J. W. GREENFIELD, Blanchester, O.—If the people of this country are in favor of the President's idea of peace terms, they should express their views to their newspapers, their Senators and Representatives in no unmistakable terms. If opposed to his policies, they should do the same. Newspapers should reflect public opinion. Then the Allies can go ahead with the peace conference and terms cannot be forced upon them which neither the European Allies or the people of the United States want.

Care should be taken to exclude German propaganda toward letting the Germans down easy. Stern, even-handed justice is what they deserve and what they should get.

## Propaganda of Very High Order.

T. J. LILLARD, Secretary Jewel Cotton Mills, Charlotte, N. C.—I have felt many times like writing Mr. Richard H. Edmunds and congratulating him and his associates in getting out such a fine paper, and especially to commend you for your brave and fearless stand in regard to the world war and impressing all Americans with the importance of our work in helping to dethrone forever imperialism over the way and make the world safe for humanity. I regard the work done by the MANUFACTURERS RECORD a propaganda of a very high order and patriotic to the extreme. I thank you all for the bold stand.

## Must Not Be Slightest Lediency Toward Germany.

C. R. TIEBOUT, Mt. Vernon, O.—Have noted with gratitude the vigorous agitation in your columns advocating the severest punishment for Germany. It is so easy for us to say, now that the war is over, "Just let the diplomats take care of that." I feel that we must be on our guard more than ever so as to form a public opinion that will brook no policy of the slightest leniency.

## Views of a Florida Engineer.

F. S. PARRIGAN, Civil Engineer, Panama City, Fla.—I like the new size better. I trust your editor may continue to give us good hard American doctrine for years to come. We need more of his type and ability to combat the dangers lurking in our midst, ready at a favorable moment to throw our country into anarchy and destroy the great government our forefathers bled and died for. May God sustain him in his work!

## Articles Have a Far-reaching Effect.

C. G. MEMMINGER, President Coronet Phosphate Co., Plant City, Fla.—I wish to take this occasion to express my warm congratulations and high commendation on the magnificent stand the MANUFACTURERS RECORD has taken under your leadership, in regard to Germany, and undoubtedly your splendid articles have been far-reaching in their effect and of infinite value.

## FOREIGN NEEDS

### Wants Machinery.

H. PRADON, 437 West 44th Street, New York City.—Having an inquiry from France, would be glad to get addresses of manufacturers of machinery for flour mills, confectionery, baking and preserving, card thread winders, tractors, plows and other farm implements.

### Building Materials, Chemicals, Motor Vehicles.

BENDIX BROS., P. AUBECK, Copenhagen, Denmark.—We are starting a special department with a view of obtaining connections in the building industry, the chemical industry, motor trucks and cars, which we desire to develop under an exclusive agency arrangement. Have established buying offices in New York City at No. 2 Stone St., Room 45.

### Paper, Office Equipment, Textiles, Etc.

DITTA A. BLASETTI, Via S. Marilino al Macao 31, Rome, Italy.—Our house, established in 1915, desires to accept the representation in all Italy of some important firm in the United States. We handle especially paper, paper paste, office furniture, printing ink, etc., textiles, scientific instruments, chemical products, colonial oils and products derived from them, wood for construction and for workmanship, iron and steel, etc.

### Pins, Hooks and Eyes, Etc.

J. CASTELLVI, Barcelona, Spain.—Desires to represent on commission various dealers and manufacturers of standard goods, and would like particularly to get in touch with manufacturers of pins, hooks and eyes, clamps and fancy buttons.

### Scrap Iron, Etc., Desired.

E. CESANO Y CIA, Genoa, Italy.—It is possible now, due to conditions, to revive the importation to Italy of great quantities of scrap iron and any material gathered in the demolition of ships, bridges or railroads. We are in a position to use a lot of this material for ourselves, as well as for foundries which are in continuous dealings with us. Please quote prices, including transportation, to Genoa c. i. f. and f. o. b. at port of embarkation.

### Lyons, France, Sample Fair.

AMERICAN CHAMBER OF COMMERCE in Paris, Inc., 3 Rue Scribe, Paris, France.—This chamber, in conjunction with the American authorities here, is making a strong effort to have American business interest well represented at the coming Lyons Sample Fair, to be held between March 1 and 15, inclusive. Area of each stand is about 20 square yards, and the price is 600 francs, but one may exhibit samples in the official stands of the American Consulate at Lyons; fee \$25 (135 francs). Catalogs may be exhibited in the Consular stands free.

### Ready Sale for American Goods.

FRANCISCO PUIG & SOBRINO, San Salvador, Central America.—Will be glad to arrange details to represent American manufacturers of sheetings and other white goods, white clothing, duck and linen for men's clothing, silk and cotton stockings for ladies and gentlemen, thread and cotton for sewing, woollens, perfumery, etc. American goods find ready sale.

### Oils, Cotton, Black Lead, Crucibles.

FERDINANDO BOUNOUS, Via Giuseppe Grassi 19, Turin, Italy.—I return now from military service to take up my business again. Thanks to your great nation, the war has ended with our complete victory and our relations for the future will be more active. It would interest me to import cotton oil, fish oil, mineral oils, cotton for spinning, woolen muffs and cloth for paper making, black lead, crucibles, articles for foundries, also novelties.

### Wants to Extend Electric and Other Machinery Lines.

ING. A. STAUBLE, Studio Tecnico Industriale, 76 Foro Bonaparte, Milan, Italy.—I am desirous of extending the range of electric and other machinery and fittings sold by me. I am, therefore, willing to enter into connection with leading firms who desire to establish agencies and open new fields and outlets for their products in Italy. I am also interested in the sale of machines, tools, technical articles and instruments for public works, dock yards, naval arsenals, etc., and in the supplying of mills and factories of all kinds.

### To Extend West Africa Trade.

THE COMMERCIAL INTELLIGENCE BUREAU, J. J. & A. H. BUTLER, JR., Ltd., 79 Benson St., Monrovia, Liberia, W. C. A.—Says that manufacturers and merchants desiring to extend their business in Western Africa should become members of the bureau or else inform it and should send to it a full line of their samples and catalogues.

### Safety Razor Blades—Thermometers Wanted.

M. R. KERAWALA, surgical instruments and cutlery, Alavi Bldg., Sleater Road, Bombay, India.—I wish communication with manufacturers of razors, especially safety razor blades, to fit various brands of razor frames, such as Gillette, Valet, Star, Ever-Ready, Gem, Leslie, etc.; also makers of clinical thermometers—Fahrenheit.

### Agency for Grains, Foodstuffs, Etc., Wanted.

BIANCHI & CAUCHI, general merchants and manufacturers' agents, Malta, Italy.—We are now open to negotiate direct with American manufacturers, packers and other producers with the object of being appointed their exclusive sales agents on commission basis for the Maltese Islands, and eventually for the other countries bordering on the Mediterranean, which we can easily reach from this center. We are mainly interested in wheat, flour, cotton oil, also other seed edible oils, lubricating oils, lard, canned meats, fish and fruits, dried salt fish and other foodstuffs.

### Wants Agency for Typewriters, Pianos, Sewing Machines, Etc.

MEAD CYCLE CO., 11-13 Paradise St., Liverpool, England.—We are open to entertain the sole agency for the United Kingdom and all British colonies for all kinds of American products, particularly typewriters, pianos, sewing machines, gramophones, baby cars, safety razors, domestic appliances and other merchandise which can be sold by mail on cash and credit terms. We are also ready to give serious consideration to sole agency offers for all sorts of genuine novelties.

### Models Desired by Agricultural College.

EDWARD A. DOW, United States Consul at Ciudad Juarez, Mexico, says that the Juarez Agricultural College there would much appreciate the receipt of small models of plows, windmills, and other things used on farms for demonstrating their value to pupils. It has already received a few articles of this kind, which are greatly prized. He remarks that American manufacturers would probably benefit by forwarding such models. They should be shipped c.i.f. via El Paso, Tex., which is immediately opposite Ciudad Juarez. The college would arrange the matter of customs duties.

### Wood and Iron Preservatives—Reconstruction Work.

HENRY W. WANNER, Horgen, Switzerland.—Some American manufacturers have already taken contract with me as a result of an article in the reading columns of your paper. I have some friends here who would like to get into connection with American manufacturers of products for impregnating wood, conserving iron, and especially for making concrete and other building material water-proof under very high pressures, i. e., under a waterhead of 100 and more feet. With regard to reconstruction work in France and Belgium, Mr. A. Pinchard, civil engineer, 87 Rue des Six-Jetons, Brussels, Belgium, is in close touch with the governmental commissions for the reconstruction and re-urnishing of Belgian plants and factories that were ransacked during the German invasion. I am told that British and Swiss manufacturers are holding in reserve large stocks of engineers' supplies to be forwarded to Belgium. It is not improbable that American manufacturers could do considerable business with Belgium if they get in touch with first-class agents immediately, and can get complete stocks across rapidly.

### Exports and Imports With Egypt, Syria and Palestine.

HENRI TURAB & CO., Camp Cesar Rameh, Alexandria, Egypt.—The goods we export embrace the chief produce of Egypt and the Soudan, including Egyptian cotton (all grades); cotton waste and cottonseed, cow and horse hair, pigs' bristles, camel, goat and buffalo hair, wool, dom nuts (vegetable ivory); hides and skins, eggs, garlic, onions, dates, hide clippings, animals' hoofs, bones, etc.; castor-oil seed, cummin seed, sesame, henna, gum, beeswax, ground nuts, barley, whole lentils, red split lentils, rice, rice husks, beans, maize, oats, palm leaves, glue stock, ostrich feathers, hemp, buffalo, ox and sheep horns, etc. As to American manufacturers we should be pleased to receive samples or catalogues of any goods in which a large trade is to be done as exclusive dealers either as commission agents or as buyers on our own account. There are a number of American manufacturers for which a great demand may be created here and forced. Besides, Syria and Palestine are now linked up with Egypt by rail, affording us better opportunities than previously of forcing trade in these countries, where stocks are very low and must be replenished, whilst railway and other material must be replaced throughout. This improved trade with Syria and Palestine will include both imports and exports.

### Hosiery, Hardware and Other Goods.

HAGIAGE & CO., Tunis, North Africa.—Desiring business relations with Americans for hosiery (all kinds), small hardware, window glass, lamp shades, oil cloth and chocolate, we would like to have addresses of American manufacturers, as we are able to make offers.

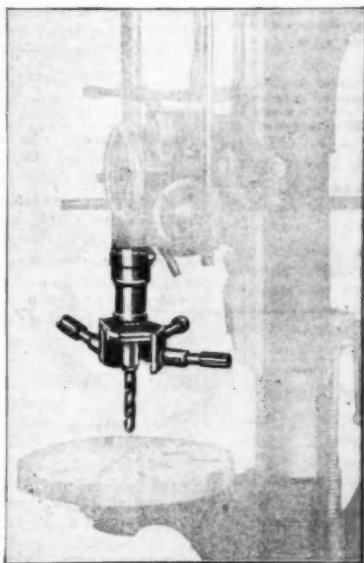


## MECHANICAL

### Turret Head for Drill Press.

A new turret head for attachment to a drill press and here described is a new thing in the machinery line as shown by the accompanying illustration. An attachment is furnished to be clamped to the

sleeve, the drive being through the taper shank fitting into the end of the spindle. In the picture four tools are shown. It takes but a moment of time to change from one to the other, and in general it may be said that this drill head provides tools necessary to finish a piece of work without stopping the machine. The tool in use is released by a lock and is, therefore, at once disconnected, whereupon any one of the other tools may immediately be thrown into place without stopping the machine. The tool in use is the only one in motion. These drill heads are made in two sizes, one fitting a drill press having the sleeve of the spindle  $2\frac{1}{2}$  inches or smaller, while the other is made for a spindle diameter up to  $3\frac{1}{4}$  inches. These heads are made by the Newman Manufacturing Co., 717 Sycamore St., Cincinnati, Ohio.



TURRET HEAD ATTACHED TO PRESS.

### New Type of Railroad Tie.

The Saxon Tie Co. has been organized at Arkansas City, Kans., to manufacture a new type of reinforced concrete railroad tie with improvements under United States patents which it has purchased from James W. Saxon. This tie consists of two end members of reinforced concrete which have their inner ends connected across the center of the roadbed by means of a steel rod. They have metal rail plates permanently embedded in their top faces, flat bendable steel spike members embedded and permanently anchored in the concrete, their top ends projecting upwards through the rail plates and adapted to bend down on the rail plates for fastenings.

It is further stated by the manufacturers that these ties have been under the test of actual service in track at Arkansas City since September 1, 1917, and are at this time in as perfect condition as they were when first laid. Each being made in two pieces, they seem to have resiliency equal to wooden ties, and, furthermore, to hold the rails in line and up to grade in the very best manner. Moreover, they are easy to handle in the course of manufacture, in shipment and in placing in track. They will be sold by the company under full guarantees.

The officers of the company are James W. Saxon, president and treasurer; Jim Saxon, vice-president; George M. Cissna, secretary.

### One-Man Grinder for Velvet Beans.

A machine for crushing velvet beans, and which is known as a swing-hammer bean grinder, is here described and illustrated. The manufacturer says it is a one-man machine, capable of reducing velvet beans in one operation to a fine meal, easily digested and much relished as a feed by livestock. The velvet bean is one of

the best of the legumes now a feature of thoughtful crop rotation, but the hardness of the ripe bean is such that it is not palatable for the farm animals, hence the necessity for reducing it to a form suitable for its consumption. In this grinder the beans are put in the hopper at the top and the ground meal is taken away from beneath. No feeding method is necessary excepting a chute from an elevator or a conveyor, or else a man with a shovel. If a dryer is used, the beans may be allowed to fall directly from the dryer into the grinder.

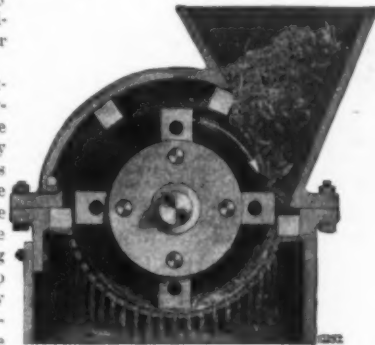
This grinder is fitted with hinged covers, which can be turned back quickly so as to expose all its active parts. The hammers are made from a special grade of steel with cutting corners hard, sharp and durable. They have four cutting corners, which can be used one after another. Consequently,

they will be of service four times as long as an ordinary hammer with but one cutting edge. At the bottom of the machine is a perforated plate which prevents the egress of all oversize material. This plate may be removed in a moment by throwing back the

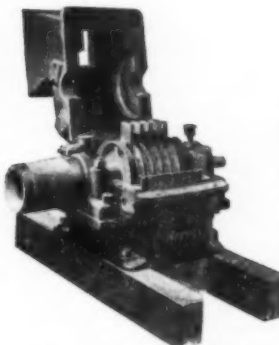
hinged cover, withdrawing the heavy breaker bar, and then sliding out the plate. The process is clearly shown in a cut. The perforated plates are not expensive and are easily replaced when worn out.

There are only two bearings on the grinder, both being high-class radial ball bearings with the latest and most practical type of housing. If given ordinary care they will last a lifetime, it is claimed, always insuring quiet running with a minimum expenditure of power and trouble.

With the increasing practice of crop rotation because of its decided advantages, not the least of which is its value in working toward the extermination of the boll-weevil in the cotton fields, the growing of velvet beans and other legumes will become more



HOW THE GRINDER MECHANISM OPERATES.



COVER OF THE GRINDER RAISED.



THE BEAN GRINDER IN OPERATION.

general, so that the merits of this machine will be more and more generally appreciated. It is made by the Jeffrey Manufacturing Co. of Columbus, Ohio.

# Construction Department

## EXPLANATORY

The MANUFACTURERS RECORD seeks to verify the items reported in its Construction Department by full investigation. It is often impossible to do this before the item must be printed or else lose its value as news, and in some items it is found advisable to make statements as "reported" or "rumored," and not as positive information. If our readers will note these points they will see the necessity of the discrimination. We are always glad to have our attention called to errors that may occur.

## DAILY BULLETIN

The Daily Bulletin of the Manufacturers Record is published every business day in order to give the earliest possible news about new industrial, commercial, building, railroad and financial enterprises organized in the South and Southwest. It is invaluable to manufacturers, contractors, engineers and all others who want to get in touch at the earliest moment with new undertakings, or the enlargement of established enterprises. The subscription price is \$20.00 per year.

## Airplane Plants, Stations, Etc.

Ark., Little Rock.—Airplane Landing Station. Major Krogstad, Commanding Officer of Eberts Field, selected 66 acres near Little Rock to be improved as landing site for airplanes; Government plans to erect 3 steel hangars, each to have housing capacity for 6 machines.

## Bridges, Culverts, Viaducts.

Ala., Gadsden.—Nashville, Chattanooga & St. Louis Ry., H. McDonald, Chief Engr., Nashville, Tenn., will construct trestle near Carlsde; concrete; 160 ft. long; 15-ft. arch; concrete approach on each side; total length 260 ft.

Ark., Nashville.—Howard County Commrs. will construct concrete bridge over Mine Creek; Tarrant & West, Contrs.

Ga., Oglethorpe.—Macon County Commrs., A. H. Perry, Clerk, ask bids for March 11 (readvertisement) to build lately noted bridge across Flint River; three 120-ft. steel spans, concrete floor, 4 reinforced concrete piers, 140 ft. reinforced concrete trestle approach, and 54,000 cu. yds. earth fill; Garrett & Slack, Engrs., Montgomery, Ala. (See Machinery Wanted—Bridge Construction.)

Md., Cumberland.—Baltimore & Ohio R. R., H. A. Lane, Chief Engr., Baltimore, Md., will fabricate and erect by company's force the lately noted steel bridge at Cumberland St.

Miss., Yazoo.—Yazoo County Commrs. will let contract to construct bridge in Boat 1; bids until March 3; S. S. Griffin, Clerk. (See Machinery Wanted—Bridge Construction.)

Mo., Cape Girardeau.—Cape Township Road Dist., M. E. Lening, Chmn., will construct 2 bridges; concrete and steel.

Mo., Kansas City.—City will construct bridge over Brush Creek at 50th and Holly Sts.; reinforced concrete; two 22-ft. concrete arch spans; 28-ft. roadway; 5-ft. sidewalk; let contract to Patterson Construction Co. of Kansas City at \$250; R. S. Beard, Engr., Park Board.

Mo., St. Louis.—City will construct reinforced concrete bridge on Southwest Ave.; cost \$22,000; also plan to construct bridge on 14th St., costing \$20,000; invites bids; L. R. Bowen, City Engr.

N. C., Manchester.—Cumberland County Commrs., Fayetteville, N. C., will construct concrete bridge over Little River to replace burned structure.

N. C., Walnut Cove.—Stokes County Commrs., Danbury, N. C., let contract to Virginia Bridge & Iron Co., Roanoke, Va., to construct double-steel bridge across Tann Fork, at Walnut Cove.

Tenn., Knoxville.—City invites bids until March 18 to construct reinforced concrete

viaduct over Southern Ry. tracks on Gay St.; J. B. McCalla, City Engr. (Lately noted to vote March 11 on \$200,000 bonds.)

W. Va., Buckhannon.—Upshur County Court, Ernest Phillips, Clerk, has changed date to March 5 for opening of bids to construct concrete bridge across Buckhannon River at Ours Mill. Lately noted. (See Machinery Wanted—Bridge Construction.)

## Canning and Packing Plants.

Fla., Cocoa.—Standard Growers' Exchange is reported to erect packing plant.

Ga., Vidalia.—Georgia Preserving Co., (C. W. McIlure and others), Atlanta, Ga., will establish salting station.

Ga., Waycross.—Georgia Preserving Co., Atlanta, Ga., purchased Farmers' Co-Operative Canning Co.; contemplates enlargements and erecting additional storage-houses, pickle vats and sheds.

Md., Middletown.—Middletown Packing Co., C. C. Blser, Mgr., will erect lately noted plant for corn cannery; 2-story warehouse 50x100 ft. and 1-story factory 12x32x25 ft.; machinery mainly purchased. (See Machinery Wanted—Bollers; Pumps; Motors; Shafting and Pulleys.)

Mo., St. Louis.—Mussman Refrigerating Co. purchased site, 37,000 sq. ft. and will erect packing and cooling plant.

S. C., Columbia.—Terry Packing Co., Union National Bank Bldg., will hold meeting March 25 to vote on increase in capital from \$60,000 to \$100,000.

## Clayworking Plants.

Va., East Radford.—Bricks.—Radford Supply Co. contemplates establishment of brick yard, to manufacture red-clay brick. (See Machinery Wanted—Brick Machinery.)

Va., Roanoke.—Bricks.—United States Potash & Brick Corp., capital \$1,000,000, H. O. Spangler, Pres., will construct \$500,000 buildings on 15-acre site, and install machinery, cost \$500,000 (mainly electrical) to manufacture caustic potash and brick; daily capacity 25 tons caustic potash, and 500,000 brick; all communications, address O. T. Denhardt, Mgr., Box 956. (See Fertilizer Factories.)

W. Va., Martinsburg.—Building Bricks, etc.—National Shale Brick Co., capital \$250,000, organized with F. Vernon Aler, Pres.-Treas.; W. E. Crawford, Secy.-Mgr.; both of Martinsburg; Jas. N. Dyson, V. P., Philadelphia, Pa.; plans to consolidate several plants now in operation and establish additional plants; first new plant to be 1½ mi. from Martinsburg, and include buildings of super-steel construction, kilns, dryers, etc.; will manufacture building bricks, hollow blocks, tile, sewer pipe, etc.; proposes to issue \$500,000 of bonds.

## Coal Mines and Coke Ovens.

Ala., Mobile.—Bay City Fuel Co., foot of Dauphin St., lately noted inceptd. by R. J. Milling (Pres.-Mgr.) and others, is coal jobber; bunker and export.

Ky., Ashland.—Sandy & Guyan Coal Co., capital \$20,000, inceptd. by H. C. Rogers, V. I. Jones and O. D. Jones.

Ky., Richmond.—Savage-Smith Lumber & Coal Co., capital \$20,000, inceptd. by Earl Savage, William Smith and D. C. Field.

Tenn., Jellico.—Italian Coal Co. lately noted inceptd., capital \$50,000, will develop 5000 acres; output not yet estimated.

Tenn., Whiteside.—New Etna Coal & Lumber Co. organized; J. C. Higdon, Pres.; Van Eastland, Secy.; will develop acreage with daily output 200 tons; mines equipped; also conduct lumber business, shipping lumber, ties, tan bark, acid wood, etc. (Lately noted inceptd., capital \$20,000.)

Va., Radford.—Belhampton Coal Co., capital \$200,000, inceptd.; Alonzo Robertson, Pres.; Charles C. Worden, Secy.; both of Binghampton, N. Y.

W. Va., Grafton.—Three Fork Creek Coal Co., capital \$10,000, inceptd. by G. W. Ford, Alfred Morgan, R. M. Parrish and others.

## Cotton Compresses and Gins.

Tex., Robstown.—Aransas Compress Co., Athens, Tex., will erect cotton compress.

## Cottonseed-Oil Mills.

Miss., Columbus.—Independent Oil & Fertilizer Works increased capital to \$150,000.

## Drainage Systems.

La., Opelousas.—Bayou Plaquemine Drainage Dist. voted bonds to construct drainage system. Address Drainage Commrs.

Ga., Marietta.—Powder Springs Creek Dist. No. 2 of Cobb County will construct 19½ mi. of drainage canal 8 ft. deep; 279,851 cu. yds. excavation; bids until March 4; R. D. Moon, O. R. Manning and W. L. Florence, Drainage Commrs. (See Machinery Wanted—Drainage Construction.)

Miss., Marks.—Marks Drainage Dist. Commrs., W. A. Cox, Pres., ask bids for March 10 to construct drainage system; 100,000 cu. yds. floating dredge work; W. R. Wallis, Engr., Marks. (See Machinery Wanted—Drainage.)

Miss., Tunica.—Pritchard Drainage Dist., S. J. Houston, Pres., let contract to Jacob Kohler, Bemidji, Minn., to construct floating dredge work and small levee work; Engr., L. W. Mashburn, Clarksdale, Miss. (Bids lately noted on 50,000 cu. yds. floating dredge work and 25,000 cu. yds. levee work.)

S. C., Orangeburg.—Commrs. Cow Castle Drainage Dist., Orangeburg County, W. H. Patrick, Chmn., ask bids until March 27 on drainage construction to drain 40,000 acres; issue \$175,000 bonds; Johnson & Johnson, Engrs., Marion, S. C. (See Machinery Wanted—Drainage.)

S. C., York.—Commrs. Turkey Creek Drainage Dist. let contract to Sigmonds & Rhinehart of York for drainage of Turkey Creek; 26 mi. of dredged ditches; \$61,800 cu. yds. ex-

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

excavation: drain 4400 acres in York and Chester counties. (Latey noted.)

### Electric Plants.

Ark., Mineral Springs.—Nashville Light Co., Nashville, Ark., extend electric transmission system to Mineral Springs; 8 mi.

Ark., Mena.—City, Ben C. Eastin, Secy., Commercial Club, let contract to construct whiteway throughout 2 principal business streets.

Ga., Cordele.—City is considering municipal operation of Georgia Public Service Co.'s plant; engaged Lockwood, Greene & Co., Engrs., Atlanta, Ga., and Boston, Mass., to investigate properties. (Latey noted as contemplating erection of plant.)

Ga., Talbotton.—Talbotton Electric Light Co., organized by J. W. Jordan and others to erect electric-light plant; cost within \$7000; install fixtures, wire, etc. (See Machinery Wanted—Electric Fixtures, Wire, etc.)

Okla., Alva.—Southwestern Utilities Co., capital \$500,000, inceptd. by Percy Jones, Alva; R. F. Rice, Lawrence, Kan.; Albert Manuel, New York; continues operation of established electric-light and power plant. (Latey incorrectly noted under Tex., Alva.)

Okla., Shawnee.—City plans ordering election to vote on \$500,000 bond issue to construct light and power plant. Address The Mayor.

S. C., Charleston.—General Asbestos & Rubber Co. will erect electric-generating station; brick and concrete; capacity 750 K. V. A.; cost \$60,000; let construction contract to Fiske-Carter Construction Co., Greenville, S. C.; Lockwood, Greene & Co., Engrs., Atlanta, Ga., and Boston, Mass.

Tex., Burkburnett.—Wichita Falls Electric Co., Wichita Falls, Tex., plans enlargement of plant to supply power for town and to operate well-drilling rigs.

Tex., Cooper.—Cooper Power, Light & Ice Co., capital \$50,000, inceptd. by E. D. Bordenhead, H. Bordenhead and Ed. Hendricks.

Tex., Dallas.—Dawson Electric Co., capital \$15,000, inceptd. by Elton Hoyt, R. H. Townsend and F. L. Richardson.

### Fertilizer Factories.

Ala., Ensley.—Steel Cities Chemical Co., Gulpepper Exum, Prest., contemplates building fertilizer plant in connection with chemical works.

Miss., Columbus.—Independent Oil & Fertilizer Works increased capital to \$150,000; has not yet made plans for rebuilding portions of plant previously damaged by fire.

N. C., Wilmington.—Morris Packing Co. purchased site and will erect fertilizer factory.

Va., Roanoke.—Potash, etc.—United States Potash & Brick Corp. lately noted chartered, \$1,000,000 capital, organized with H. O. Spangler, Prest.; O. T. Dennhardt, V.-P. and Mgr., Box 356; Mark Roberts, Secy.; John W. Penn, Treas.; erect buildings, cost \$500,000, on 15-acre site; use brick of own manufacture; open building proposals in about 30 days; open bids in 30 to 60 days on machinery, mainly electrical; cost \$500,000; daily capacity plant 25 tons caustic potash; 500,000 brick.

### Flour, Feed and Meal Mills.

Tex., Galveston.—R. L. Hefflin, capital \$20,000, inceptd. by R. L. Hefflin, Edward A. Hefflin and George H. Gymer.

Tex., Houston.—Texas Grain & Milling Co., capital \$50,000, inceptd. by J. M. Peters, C. P. Bergeron and P. L. Rosselle.

Va., Wytheville.—Farmers' Co-operative Mill may be established; Chas. W. Browning, Mayor, Chamber of Commerce, and others

interested. (See Machinery Wanted—Flour-mill Machinery.)

### Foundry and Machine Plants.

Ala., Birmingham.—Structural Steel, etc.—Ingalls Iron Works Co. advises Manufacturers Record: Plans for development have been completed, but date of beginning construction not decided. Previously noted to make extensions and contemplating carrying large stock and handling steel in warehouse way, in connection with fabrication. (See Machinery Wanted—Crane.)

Ark., Little Rock.—Farming Implements.—Eclipse Mfg. Co., capital \$20,000, inceptd.; J. J. Ward, Prest.; J. N. Riley, V.-P.; H. H. Howell, Secy.-Treas.

Ark., Texarkana.—Southwestern Gas & Electric Co., W. L. Wood, Jr., Mgr., will rebuild shops and car barns lately noted burned.

Ky., Louisville.—Steel and Iron Works.—Louisville Steel & Iron Co. will erect additions to plant.

N. C., North Wilkesboro.—Burr Mills.—E. V. Williams Mill Co. inceptd.; will build plant to manufacture patented burr corn mills.

W. Va., Benwood.—Steel and Iron Works.—Wheeling Steel & Iron Co., Wheeling, W. Va., will erect addition; 1 story; 50x100 ft.

### Gas and Oil Enterprises.

Ala., Birmingham.—Gas Plant.—Birmingham Railway, Light & Power Co., Lee C. Bradley, Receiver, will double capacity of gas plant; will install water-gas set, costing \$70,000.

Ga., Augusta.—Phoenix Oil Co., capital \$10,000, inceptd. by W. L. McGrady and G. A. Wright.

Ky., Paducah.—Oil Tanks.—Illinois Oil Co. of Rock Island, Ill., plans to erect 3 or more oil tanks.

Ky., Maysville.—Swan Oil & Gas Co., capital \$100,000, inceptd. by Claude Watkins, P. J. McFarland and R. C. Schultz; date of opening drilling bids not determined; Engr. G. W. Gintner, Standard Bank Bldg. (See Machinery Wanted—Well Drilling Equipment.)

Md., Baltimore.—Gas Holder.—Consolidated Gas Electric Light & Power Co., Lexington Street Bldg., will erect steel tank gas holder at Spring Gardens plant; 219 ft. diam.; cover 38,000 sq. ft.; height 36½ ft.; water compartment to contain 10,190,000 gals.; require 7729 steel plates; capacity 6,000,000 cu. ft. gas.

N. C., Greensboro.—Gasoline, etc., Distributing Station.—Gulf Refining Co. will erect plant for handling gasoline and all petroleum products.

Okla., DeWol.—Burkburnett-DeWol Oil Co., capital \$65,000, inceptd. by S. D. Bailey, A. F. Kee of DeWol, and F. E. Slader of Snyder, Okla.

Okla., Grandfield.—Oil Refinery.—Grandfield Oil & Refining Co., capital \$125,000, inceptd. by O. E. Maples, O. H. Mericle and Fred. Varner.

Okla., Lawton.—Gregory-Brandon Oil & Gas Co., capital \$80,000, inceptd. by M. S. Gregory, H. R. Gregory and Henry Brandon.

Okla., Okmulgee.—Phillips Oil Co., capital \$25,000, inceptd. by A. H. Philbrook, J. C. Ellis and J. T. French.

Okla., Okmulgee.—Union Oil & Gas Co., capital \$200,000, inceptd. by A. L. Hastings, Okmulgee; A. H. Leising and G. A. Boerste, both of Chicago.

Okla., Tulsa.—Ideal Petroleum Co., capital \$25,000, inceptd. by I. T. Mysong, C. Stewart and O. T. Gilbertson; all of Muskogee.

Tenn., La Follette.—Iamo Oil & Gas Co., inceptd. by H. M. La Follette, La Follette,

Tenn.; W. L. La Follette, Washington, D. C.; George F. McFall, Kansas City, Mo.

Tex., Amarillo.—Palo Duro Oil Co. organized; M. D. Sampson, Prest.; B. B. Brown, Secy.; both of Wichita, Kan.

Tex., Amarillo.—Circle Field Oil Co., capital \$75,000, inceptd. by Lee Bivins, W. Latney Barnes and G. D. Bowie.

Tex., Bonham.—T-O-L Oil Development Co., capital \$10,000, inceptd. by E. D. Stegar, M. A. Taylor and R. T. Lipscomb.

Tex., Coleman.—Oil Refinery—Van Tex Refining Co. (A. F. Vandersall and others) will construct oil refinery; daily capacity, 300 to 300 bbls.

Tex., Comanche.—Oil Refinery.—Calvin Rosser and others contemplate building oil refinery.

Tex., Fort Worth.—Evans Thwing Refining Co., 216 Finance Bldg., Kansas City, Mo., Ira E. Eells, Mgr. and Engr., Fort Worth, let contract to Reeves Brothers, Alliance, Ohio, to erect brick and steel refining plant, tank construction; has equipment; removing plant from Wichita, Kan., to Fort Worth; increase capacity to 5000 bbls. daily. (Latey noted.)

Tex., Fort Worth.—Oil Refinery.—Victory Oil & Refining Co., Dan F. McCoy, Gen. Mgr., Salt Lake City, Utah, contemplates erecting oil refinery.

Tex., Kinney County.—W. S. McGregor of Baton Rouge, La., and Temple, Tex., and others will organize company to develop 66,425 acres of oil land.

Tex., McKinney.—Mid-Burkburnett Oil Co., capital \$40,000, organized; L. C. Johnson, Prest.; Tom W. Perkins and T. M. McDaniel, V.-Ps.; R. A. Abernathy, Secy.

Tex., Paris.—Lamar Petroleum Co. inceptd.; H. P. Garrett, Prest.; W. E. Hogue and J. H. Mann, V.-Ps.; Jack Adams, Secy.-Treas.

Tex., Sherman.—Oil Refinery.—Farmers & Merchants' Refining Co. is being organized by Dan Murphy (506 S. Travis St.) and others; contemplates building oil refinery; daily capacity 100 bbls.

Tex., Waco.—Oil Refinery.—Riverside Oil & Refining Co., Oklahoma City, Okla., plans to erect oil refinery with daily capacity of 1500 bbls.

Tex., Wichita Falls.—Oil Refinery.—Ranger-Wichita Oil & Refining Co. will erect oil refinery; daily capacity 2500 bbls.; site 45 acres; construct oil-pipe line from Burkburnett field to proposed refinery site.

Tex., Wichita Falls.—Jason Drilling Co., capital \$10,000, inceptd. by J. L. Breathwit, J. D. Wilbur and Mrs. Salena V. Ernest.

Tex., Weatherford.—Oil Refinery.—L. H. Owens and W. H. Hawley of Fort Worth, Tex., will construct oil refinery.

Tex., Wichita Falls.—Oil Refinery.—New-Tax Refining Co., E. B. Bailey, Prest., is having plans prepared for oil refinery with daily capacity of 2000 bbls.

### Hydro-Electric Plants.

Ga., Albany.—Georgia-Alabama Power Co., Dermott Shemwell, Prest., advises Manufacturers Record relative to lately-described plants and construction: Purchased Albany Power & Mfg. Co. of Albany, and consolidated with Columbia Power Co., Columbia, Ala., into the new company (Georgia-Alabama); expect soon to build 7500 K. V. A. plant on Flint River, also remodel and install additional unit in present Albany plant.

### Ice and Cold-Storage Plants.

Ga., Moultrie.—Moultrie Ice & Cold Storage Co. will rebuild plant reported burned at loss of \$6000.

Miss., Long Beach.—Robert Inglis Co. will

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.



erect cold-storage warehouse and install 10-ton ice plant.

Miss., Quitman.—Long-Bell Co. will erect ice plant; daily capacity 20 tons.

Mo., Kansas City.—Boiler-room.—Quality Ice & Storage Co., A. L. Williams, Secy., let contract to Fogel Construction Co., 515 Reliance Bldg., Kansas City, to erect boiler-room; 2 stories; 40x60 ft.; cost \$40,000; Tait & Nordmeyer, Engrs., St. Louis, Mo.

Mo., St. Louis.—Mussman Refrigerating Co. will change distilled water system to raw water ice system; M. P. Gibson of Comfort will supervise construction.

Tex., Comfort.—Comfort Ice & Milling Co. will change distilled water system to raw water ice system; M. P. Gibson of Comfort will supervise construction.

Tex., Cooper.—Cooper Power, Light & Ice Co., capital \$50,000, inceptd. by E. D. Bordhead, H. Bordhead and Ed. Hendricks.

Tex., Laredo.—Consumers Ice & Coal Co. will install 50-ton compressor; belt drive; has let contract for equipment.

Tex., Waco.—Geyser Ice Co. is reported to establish commercial cold-storage plant; capacity 150,000 cu. ft.; cost \$100,000.

### Land Developments.

Fla., Hicoria.—Celtic Manor Nurseries Co. of New York and Sebring, Fla., purchased 430 acres in De Soto County; will clear and develop entire tract for nurseries and groves.

Fla., Orlando.—Mallett Brown Co., capital \$25,000, inceptd.; C. M. Mallett, Prest.; W. H. Brown, V.-P.; M. H. Empire, Secy.-Treas. will grow citrus and other fruits.

La., Shreveport.—Caddo-Bossier Land Co., capital \$200,000, inceptd.; A. C. Steere, Prest.; A. H. Van Hook, V.-P.; C. N. Walker, Secy.-Treas.

N. C., Scotland Neck.—Applewhite Land Co., capital \$125,000, inceptd. by S. A. Dunn, Scotland Neck; J. O. Applewhite, Tillery, N. C., and S. W. Ferrell, Petersburg, N. C.

Tex., Matagorda.—Texas Gulf Sulphur Co. (New York office, 14 Wall St.) will develop model town (to be known as Welfare Settlement) adjacent to copper mines near mouth of Brazos River; provide facilities for 1500 families; each dwelling to be provided with heating, lighting and ventilation system, hot and cold baths, sewerage and artesian-well water supply; J. G. White Engineering Corp., Engr., 43 Exchange Place, New York; R. W. Burrows, Resident Engr., Texas Gulf Sulphur Co. (Development of sulphur mines previously noted under Mining.)

Va., Norfolk.—Norfolk Industrial Center organized, with J. W. Hough, Prest.; W. G. Swartz, V.-P.; C. A. Neff, Secy.-Treas.; acquired 390 acres, and will develop for industrial sites; construct 60-ft. paved road across southern portion of tract.

### Lumber Manufacturing.

Ala., Birmingham.—McCullough-Huggins Lumber Co., capital \$25,000, inceptd. by W. E. McCulloch, S. R. McCulloch, H. S. Parrish and others.

Fla., Daytona.—Daytona Crate Factory will install small sawmill to replace burned plant.

Fla., Martel.—Hanbury Lumber Co. organized by J. H. Hanbury and Percy Thigpen, both of Ocala, Fla.; acquired equipped plant of Martel Lumber Co.

Fla., Plant City.—E. T. Roux & Son will erect drykiln; composite brick; 120x21 ft.; steam-process equipment to be installed by Moore Dry Kiln Co. of Jacksonville.

Ky., Richmond.—Savage-Smith Lumber & Coal Co., capital \$20,000, inceptd. by Earl Savage, William Smith and D. C. Field.

La., Bush.—Lake Lumber Co., capital \$14,000, inceptd. by E. R. McCreary, John Alford and Willis Jenkins.

La., Shreveport.—Clanton-Cunningham Lumber Co., capital \$50,000, inceptd.; T. C. Clanton, Prest.; J. P. Voss, V.-P.; E. H. Clanton, Treas.; all of Shreveport; J. B. Cunningham, Secy. and Gen. Mgr., Choudrant, La.

La., Westlake.—Lock, Moore & Co. let construction contract to Thralls & Shea of Lake Charles, La., to erect sawmill, planing-mill and drykilns; install heavy circular and gang in sawmill; daily capacity 100,000 to 125,000 ft.; boiler-house of brick and concrete. (Lately noted.)

S. C., Dillon.—Beaufort County Lumber Co., H. B. Phillips, Mgr., is reported as contemplating erection of lumber plant.

Tex., Deweyville.—Sabine Tram Co., C. E. Walden, Gen. Mgr., Beaumont, Tex., will erect proposed sawmill; construction delayed because of war.

### Metal-Working Plants.

Mo., Kansas City.—Wire, etc.—Nichols Wire & Sheet Co., capital \$50,000, inceptd. by H. B. Orear and A. C. Todd.

Mo., St. Louis.—Ice-cream Freezers.—Nomus Mfg. Co., L. B. Hornell, W. J. Miller and others, will install plant to manufacture metal ice-cream freezers; cost \$30,000.

Va., Norfolk.—Galvanizing.—Navy Dept., Washington, D. C., is considering building galvanizing plant; cost \$100,000.

W. Va., Fairmont.—Tools.—Fairmont Tool Co., capital \$5000, inceptd. by Julius Krantz, William Krantz and Otto Krantz, all of Oakmont, W. Va.

### Mining.

Ark., Blytheville.—Gravel and Sand.—G. I. Moore of Illmo, Mo., will develop sand and gravel mines; purchased \$75,000 plant.

Ky., Marion.—Fluor Spar.—Claylick Fluor Spar Co., capital \$30,000, inceptd. by John O'Donnell, S. A. Schmitt and M. V. Arnold.

Mo., St. Louis.—Minerals.—Mineral Milling Co., Casper P. De Lore, Prest., 101 W. Barton St., let contract to Neier & Menz, 1039 Marion St., St. Louis, to erect factory; 2 stories; 78x106 ft.; cost \$8000; Oliver J. Popp, Archt., Odd Fellows Bldg., St. Louis.

Tex., Dallas.—Iron.—Texas Iron & Steel Co., Home office Wilmington, Del., capital \$10,000,000, will mine iron ore in Cass and Marion counties, and manufacture into finished products; use natural gas fuel; patented process; A. V. Lane of Dallas, Tex., agent; directors include R. M. Atwater, Jr., D. Fairfax Bush; F. C. Furlow; O. P. Metcalf; Parke L. Woodward; all of New York; G. B. Grovernor, Chicago; A. G. Elliott, Jr., and A. V. Lam, both of Dallas; A. Brady, Emporium, Pa.

Va., Mineral.—Manganese, etc.—Jewell Pyrites & Manganese Mining Co., lately noted inceptd., \$15,000 capital, Samson Smith, V.-P. and Mgr., Box 52, will option mineral land and install equipment to develop pyrites and manganese; later, may increase capital to \$50,000. (See Machinery Wanted—Compressor; Engine; Pumps; Boiler; Mining Equipment.)

W. Va., Charles Town.—Marl.—Lee M. Bender, Martinsburg, W. Va., S. S. Felker and J. T. Mosse are organizing company to develop lime marl. (See Machinery Wanted—Drying Machinery, etc.)

### Miscellaneous Construction.

Ala., Guntersville.—Fill.—Nashville, Chattanooga & St. Louis Ry., H. McDonald, Chief Engr., Nashville, Tenn., will construct fill 500 ft. long to replace trestle.

Fla., Kissimmee.—Bulkhead.—City votes March 8 on \$97,500 bonds to construct bulkhead and filling along lake front, and improve streets; F. H. Lawson, Chrmn. City Council. (Lately noted.)

Fla., Safety Harbor.—Docks.—City Commrs. will vote on \$11,000 bonds to construct dock; 150 ft. long, platform 50x100 ft.; concrete; cost \$9000.

Fla., St. Augustine.—Wall.—City let contract to John Reyes to construct 30-ft. concrete wall; Engr., W. J. Alexander. (Lately noted.)

La., Benton.—Levee.—State Board of Engrs., New Orleans, La., let contract to F. T. Constant, Alexandria, La.; to construct 170,000 cu. yds. levee on Red River, in Bossier Parish.

La., New Orleans.—Levee.—U. S. Engr. Office, 519 Canal St., receives bids until March 1 to construct levee in Lower Tensas in Atchafalaya and Pontchartrain Dist.; 2,368,000 cu. yds. earth work. (See Machinery Wanted—Levee Construction.)

Md., Baltimore.—Pier and Bulkhead.—City will construct pier; 300 ft. long and 37 ft. wide; construct bulkhead, 300 ft. long; bids until March 5; B. Powell Harrison, Harbor Engr. (See Machinery Wanted—Pier and Bulkhead.)

Mo., Menfro.—Levee.—Levee Dist. No. 3, let contract to Barton & Millard, Peoria, Ill., at \$50,000 for levee improvements; J. F. Lassus, Engr., Menfro.

Mo., Kansas City.—Levee.—Quindaro Bend Drainage Dist. will construct 2-mi. earth levee along Mississippi River to protect 1500 acres; Clark E. Jacoby Engineering Co., 527 Shukert Bldg., Kansas City, is preparing plans.

Tex., Fort Worth.—Subway.—City contemplates constructing subway under railway tracks between College Ave. and South Adams St.; F. J. Von Zuben, City Engr.

### Miscellaneous Enterprises.

Ark., Fort Smith.—Cattle, etc.—Riley Farm & Cattle Co., capital \$40,000, inceptd.; Lee De Witt, Prest.; W. T. Riley, Secy.-Treas.

Ark., Mena.—Through Commercial Club, Ben C. Eastin, Secy., contract has been let to erect sweet-potato curing plant; capacity 10,000 bu.

Fla., Miami.—Laundry.—Elite Laundry Co., capital \$25,000, inceptd. by J. S. De Silva and others; will enlarge established plant and continue operation.

Fla., Miami.—Dairy.—Florida Ranch & Dairy Co., capital \$1,000,000, inceptd.; Glenn H. Curtis, Prest.; Jas. Bright, V.-P. and Gen. Mgr.; K. B. McDonald, V.-P.; H. C. Jenung, Secy.-Treas.

Md., Williamsport.—Grain Elevator.—Victor Cushwa & Sons of Hagerstown and Williamsport will erect grain elevator; 3 stories.

Mo., Chesterfield.—Grain Elevator.—Farmers' Elevator Co. of Chesterfield will probably be name of company lately noted to construct elevator; L. Busch Faust (of Swastika Farm, Olive Street Road) to be Prest.; A. Autenrieth, V.-P.; W. H. Wagenbrett, Secy.; E. J. Bayer, Treas.; open bids in July to erect grain elevator of 25,000 bu. capacity; cost about \$17,000.

Mo., St. Louis.—Advertising.—Gardner Advertising Co. increased capital to \$100,000.

S. C., Columbia.—Navigation.—Waccamaw Steamboat Co., capital \$10,000, inceptd. by D. A. Spivey, A. W. Barrett, S. P. Hawes and others.

Tenn., Memphis.—Grain Elevator.—Mississippi Elevator Co., capital \$50,000, inceptd. by J. M. Trenholm, W. P. Battle, Robert Ruffin and others.

Tex., Houston.—Fire-protection Tank.—Dickson Car Wheel Co. will install fire-protection

tank; probably 30,000 capacity steel tank on 100-ft. steel tower. (See Machinery Wanted—Tank and Tower.)

W. Va., Princeton—Construction.—McConnell Construction Co., inctpd. by J. C. McConnell, O. E. Susong, H. E. De Jarnette and others.

### Miscellaneous Factories.

Ala., Birmingham—Syrup.—Union Syrup Co., 306 N. 16th St., organized; Jas. A. Ware, Pres.; Treas.; H. D. Cullen, Secy.; acquired formulas, etc., of Pep-to-Lac Co. and Cola Nip Beverage Co.; also the equipped plant of the latter company; will manufacture syrup. (Lately noted inctpd., capital \$25,000.)

Ark., Fort Smith—Pianos.—Culp Bros. Piano Co. increased capital from \$12,000 to \$50,000.

Ark., Little Rock—Candy.—Beach-Murdaugh Candy Co., capital \$10,000, inctpd.; J. V. Murdaugh, Pres.; E. C. Sider, V.-P.; E. E. Beach, Secy.-Treas.

Ark., Little Rock—Ice Cream.—Terry Dairy Co., 1801 Scott St., will erect 2-story, 45x140-ft., concrete and brick ice-cream factory; gravel roofing; concrete floor; cost without equipment \$20,000; install electric elevator; contract not awarded; Archt., J. P. Almond, 1102 Boyle Bldg.; capacity of plant 5000 gals.

Ark., Paragould—Creamery.—Paragould Co-operative Creamery Co. increased capital from \$10,000 to \$25,000.

Ga., Tifton—Candy.—E. A. Smith, N. Central Ave., let contract to W. A. Heath to construct 1-story, 20x120 ft. candy factory; wood construction; pine shingle roof; wood floor; install electric-light plant and machinery. (See Machinery Wanted—Electric-light Plant; Engine and Boiler; Box Machinery; Sheller.)

Ky., Whitesburg—Bottling.—Whitesburg Coca-Cola Bottling Co., capital \$6000, organized by H. C. Minnix and others; bottle soft drinks.

La., Alexandria—Brooms.—Frazee & Luneau Broom Co. inctpd. by Al. G. Frazee and L. A. Luneau; will erect factory; install machinery.

La., Donaldsonville—Sugar Refinery.—Louisiana State Rice Milling Co. contemplates plant to refine raw sugar; has building.

La., New Orleans—Cardboard and Paper.—Apex Paper Mfg. Co., D. H. Green (of Philadelphia, Pa.), Pres., will erect factory; reported initial capacity 20 tons boxboard and 15,000 rolls toilet-tissue paper. (Lately noted to establish factory.)

Md., Hagerstown—Shoes.—Byron Shoe Mfg. Co. organized; Lewis T. Byron, Pres.; Roger Hershey, V.-P. and Sales Mgr.; Vinton Hershey, Treas.; will establish shoe factory; has building; will install machinery. (See Machinery Wanted—Shoe Machinery.)

Miss., Meridian—Candy.—Meridian Candy Factory increased capital from \$10,000 to \$25,000.

Mo., St. Louis—Bakery.—Yung & Mueller Baking Co., 1913 N. Prairie Ave., let contract to Hartman & Schuermann, Odd Fellows' Bldg., St. Louis, to erect bakery; 2 stories; 54x115 ft.; brick; cost \$40,000.

N. C., Brevard—Tannery.—Transylvania Tanning Co. is reported to rebuild burned plant; loss \$500,000 to \$1,000,000.

N. C., Raleigh—Ice Cream.—White Ice Cream Co. will enlarge ice-cream factory; provide additional hardening rooms to store 1000 gals. ice cream per day; install additional refrigerating machinery, cork insulation, pipe shelving and dairy machinery; cost \$10,000; McCormick Company, Archts. and Engrs., Century Bldg., Pittsburgh, Pa.

N. C., Shelby—Creamery.—Lincoln Creamery

Co., W. C. Kiser, Pres., will erect ice-cream plant; changed name to Lincoln Creamery & Ice Cream Co. and increased capital; also plans to erect cold-storage plant.

N. C., Winston-Salem—Ice-cream Cones.—Peerless Ice Cream Co. contemplates installing machinery to manufacture ice-cream cones. (See Machinery Wanted—Cone Machinery.)

Okla., Muskogee—Brooms.—Western Broom Co., capital \$15,000, inctpd. by J. M. Simmons, E. V. Simmons and A. L. Gilliam.

Okla., Okmulgee—Sheet Glass.—Southwestern Sheet Glass Co., capital \$100,000, inctpd. by H. O. Hemmick, J. M. Parrett and W. B. Pine.

Okla., Pauls Valley—Peanut Oil, etc.—American Castor Oil Co., 1214 Colcord Bldg., Oklahoma City, J. E. Lawhead, Mgr., let contract to Richmond Manufacturing Co., Enid, Okla., to construct fireproof building, 60x42 ft.; 41x44 ft.; 28x40 ft.; 40x40 ft.; cost \$16,000; install 150 H. P. steam power; cost \$6000; G. E. Richmond, Archt. and Constr. Engr.; manufacture peanut oil and by-products daily product, castor oil, cake, corn oil. (Previously noted.)

S. C., Anderson—Ice Cream.—Evans Ice Cream Co. will erect brick factory; 25x50 ft.

S. C., Columbia—Creamery.—Columbia Creamery Co., 1216 Lady St., W. G. Van Meter, Mgr., will erect 2-story and basement, 30x30-ft. reinforced concrete building; cost \$5000; install ice-cream and refrigeration machinery, cost \$10,000; bids now open; daily capacity 700 gals. milk. Lately noted increasing capital. (See Machinery Wanted—Ice-cream Machinery.)

Tenn., Nashville—Creamery.—Belle Meade Butter Co., capital \$50,000, inctpd. by W. C. Baird, Louis Koelling, H. J. Baird and others; will build creamery.

Tenn., Nashville—Creamery.—Belle Meade Butter Co., capital \$50,000, inctpd. by Louis Koelling, M. Koelling, W. C. Baird and others.

Tex., San Antonio—Vinegar and Cider.—Panama Vinegar & Cider Co. will erect factory; cost \$3000.

Va., Norfolk—Glass.—Norfolk Glass Mfg. Corp., 34 Virginia National Bank Bldg., E. T. Scrutton of Richmond, Va., Gen. Mgr., will construct proposed plant at Newton Park; 11-acre site; erect 6 buildings; main factory 200x200 ft.; warehouse 200x100 ft.; also erect power-house, boiler-house, machine shop and box factory; will manufacture bottles, jars, etc. (Previously noted, capital \$250,000, having plans by Benj. Mitchell, Seaboard Bank Bldg., Norfolk; also additional facts.)

Va., Petersburg—Trunks, etc.—Shortt Trunk & Bag Corp., capital \$100,000, chartered; W. J. Rahily, Pres.; James H. Shortt, Secy.

Va., Richmond—Bottle Caps, Seals, etc.—Standard Cap & Seal Co., capital \$2,000,000, chartered by promoters of Chicago, Ill., to manufacture bottle caps, seals, containers and cartons; F. L. Fairbanks, Pres.; E. M. Barnard, Secy.

Va., Richmond—Oil, etc.—Bell Mfg. Co., capital \$5,000, inctpd.; R. J. Bell, Pres.; James G. Earnest, Secy.

W. Va., Clarksburg—Candy.—Carmichael Candy Co., capital \$100,000, inctpd. by Floyd Carmichael and C. Clyde Gribble, both of Clarksburg, and R. T. Goe of Weston, W. Va.

W. Va., Fairmont—Glass.—Sinclair Glass Co., capital \$50,000, inctpd. by Beula Snyder, Alpha Orr, Samuel Leeper and others.

W. Va., Parkersburg—Glass.—Brown Tumbler Co., capital \$25,000, inctpd. by J. L. Brown, T. M. Brown, both of Parkersburg, and C. C. Brown of Akron, Ohio.

### Motor Cars, Garages, Tires, Etc.

Ala., Birmingham—Tires, etc.—Ray Tire & Rubber Co., Chicago, is reported to erect plant to manufacture puncture-proof interliner for pneumatic tire casings; daily capacity 10,000 interliners.

Ky., Louisville—Automobiles.—Auburn Motor Sales Co., capital \$20,000, inctpd. by W. J. Morton, Oscar L. Black and John R. Boyd.

La., New Orleans—Garage.—Stutz Southern Sales Co., 518 Baronne St., let contract to remodel front of fireproof building; garage, salesrooms, repairing, etc.; Archt., W. Burk, New Orleans.

Md., Baltimore—Garage.—William Gisreal, 1734 Valley St. will erect public garage; 2 stories; 32x50 ft.; cost \$4000; J. Franklin Nelker, Archt., 208 Professional Bldg., Baltimore.

Miss., Hattiesburg—Automobiles.—Forrest Auto Co., capital \$25,000, inctpd.; J. A. Swayne, Pres.; H. T. Taylor, V.-P. and Gen. Mgr.; W. R. Hankinson, Secy.-Treas.; continues established business.

N. C., Greensboro—Automobiles.—Greensboro Motor Car Co. will erect addition to garage; J. L. Crouse of Greensboro (previously awarded contract); will proceed with construction.

N. C., Spencer—Automobiles.—Rowan Motor Co., capital \$25,000, inctpd.; A. C. Godfrey, Pres.; B. L. Young, V.-P.; R. S. Wheeler, Secy., Treas. and Mgr.; will erect brick building.

N. C., Spencer—Automobiles.—Rowan Motor Co., capital \$25,000, inctpd.; O. C. Godfrey, Pres.; B. L. Young, V.-P.; R. S. Wheeler, Secy.-Treas. and Gen. Mgr.; acquired building and will equip for handling and repairing automobiles and trucks.

N. C., Winston-Salem—Automobile Tires.—Hanes Rubber Co. has plans by Lockwood, Greene & Co., Engr., Atlanta, Ga. and Boston, Mass., for enlargement of plant, establishment of mill village, etc.; erect frame and stucco cottages, 40 of these to cost \$80,000. (Lately noted as contemplating doubling capacity of plant, and to develop 135 acres for mill village.)

Okla., Bartlesville—Service Station.—Wasage Motor Co. will erect 2-story and basement fireproof building; 88x190 ft., for service station and salesroom.

Okla., Oklahoma City—Automobiles.—McDaniel Auto Co., 318 W. California St., J. W. McDaniel, Mgr., will erect 2-story, 75x150-ft. fireproof building; date of opening bids not set; install automobile equipment; cost \$8000; repair and overhaul Ford automobiles and tractors. Lately noted inctpd., capital \$5000. (See Machinery Wanted—Garage-repair Equipment.)

S. C., Beaufort—Motor Cars.—Wall Motor Co., capital \$20,000, inctpd.; D. H. Wall, Jr., Pres.-Treas.; Charles Knott, Secy.

S. C., Greenville—Garage.—J. D. Bridges let contract to Jamison & Morrison, Greenville, to erect garage; 90x90 ft.; brick; cost \$5000.

S. C., Charleston—Motor Cars.—Paul-Gilbert Motor Co., capital \$25,000, inctpd. by J. Robertson Paul, G. W. Gilbert and S. C. Gilbert.

S. C., Greenville—Garage.—Greenville Garage & Welding Co., capital \$4000, inctpd. by L. P. Kilgore, Pres.-Treas.; B. McWilliams, V.-P.; James L. Scott, Secy.

S. C., Spartanburg—Garage.—Harris Motor Co., John G. Harris, Prop., 123 Magnolia St., will erect 55-ft. 5 in. by 142-ft. garage; construction by owner; Archt. S. P. Pincley, Spartanburg.

Tex., Houston—Motors, Tractors, etc.—Southern Motor Mfg. Assn., J. E. Blevins, Pres., Beatty Bldg., let contract to erect \$50,000 building for plant; manufacture trac-

tors, trucks, automobiles, etc. (Previously reported organized with \$1,000,000 capital to build plant, first unit to cover 350,000 sq. ft. and second 125,000 sq. ft.)

Tex., Port Lavaca.—Garage and Machine Shop.—Harry Smith purchased several buildings; will remodel and equip for garage and machine shop.

Tex., Smithville.—Garage.—C. H. Turney will erect 53x125-ft. building; interlocking tile brick front; cost \$10,000; construction by owner. (Lately noted.)

Va., Lynchburg.—Automobiles.—Myers Motor Co., capital \$50,000, incptd.; Lloyd A. Myers, Pres.; Randolph M. Meyers, Secy.

Va., Newport News.—Garage.—Enterprise Garage Corp., Box 532, Louis Sachs, Pres., 2905 Washington Ave., will construct 75x150-ft. fireproof building at 34th and Virginia Ave.; bids now open. (Lately noted incptd., capital \$50,000.)

Va., Norfolk.—Garages.—Paul T. Collins, 812 Mantoo St., will erect 22 individual garages; each 1 story; 40x100 ft.; brick; total cost \$8000; Rossel E. Mitchell, Archt., Paul-Gale-Greenwood Bldg., Norfolk.

Va., Norfolk.—Garage.—American Red Cross let contract to erect 10-car garage.

Va., Norfolk.—Garage.—Nathan Bundy, care of Prospect Lumber Co., will erect garage; 2 stories; 30x112 ft.; cost \$22,000; Neff & Thompson, Archts., Seaboard Bank Bldg., Norfolk.

Va., Norfolk.—Garage.—Olney Place Corp. will erect garage; 3 stories; 55x100 ft.; cost \$40,000; Neff & Thompson, Archts., Seaboard Bank Bldg., Norfolk.

Va., Portsmouth.—Garage.—Winston Parish let contract to J. W. Harris, Portsmouth, to erect 54-ft., 4-in. by 120-ft., 1-story fireproof building, cost \$10,000. (Lately noted.)

Va., Salem.—Motor-truck Bodies.—Hill Field Body Co., capital \$50,000, incptd. to manufacture steel dump bodies for trucks; H. B. Rockhill, Pres. and Gen. Mgr.; F. C. Schofield, V.-P. and Conslt. Engr.; Helen E. Rockhill, Secy.-Treas.

W. Va., Charleston.—Garage.—Fraser Auto Co., capital \$50,000, incptd. by F. H. Laird, Neal Fraser, J. F. Bouchelle and others.

### Road and Street Work.

Ala., Athens.—City. Ernest Hine, Mayor, will construct 78,000 sq. yds. of bituminous and plain macadam pavement, 47,000 lin. ft. curb and gutter, 3500 ft. storm sewer; also 17,600 sq. yds. brick, concrete or bituminous pavement, and 3825 ft. curb and gutter, constructed under bidders' specifications; open bids Feb. 28. (See Machinery Wanted—Paving; Sewer Construction.)

Ala., Sheffield.—City Commrs., A. J. Roulhae, Chrmn., ask bids until Mch 18 to construct roadways, curbing, etc., on certain portions of A. B. C. D and E Sts., Montgomery, Raleigh and Nashville Aves., with asphalt, bitulithic, brick or concrete; R. A. Chapman, City Engr. Lately noted. (See Machinery Wanted—Paving.)

Ark., Fayetteville.—Washington County Commrs. have \$100,000 available for hard-surface road from Winslow to Fayetteville, connecting with east link of Jefferson Highway.

Ark., Helena.—Phillips County, H. D. Moore, County Judge, contemplates construction of hard-surfaced road, between Barton and Phillips County, through Elaine, Countiss and Mellwood.

Ark., Mena.—Polk County Commrs. will construct roadway south from Mena.

Ark., Newport.—Jackson County Commrs. contemplate constructing 138 mi. of road.

Ark., Pine Bluff.—Jefferson County Commrs.

of Rob Roy-Bayou Meto Road Dist. will issue bonds to construct 40 mi. rock and gravel roads; cost about \$300,000. (Lately noted.)

Fla., Kissimmee.—City votes March 8 on \$97,500 bonds to improve streets, etc.; F. H. Lawson, Chrmn. City Council. (See Miscellaneous Construction.)

Fla., Lakeland.—City Commrs. rescinded contract let to McDonald Construction Co. for 4 mi. of asphalt paving and re-awarded same to Alabama Paving Co. of Birmingham, Ala.; \$80,000 available; J. W. Turner, City Engr. (Contract lately noted let to McDonald company.)

Fla., Live Oak.—Suwanee County and State Road Dept. has \$30,000 available (\$10,000 Federal-aid, \$5000 State-aid and \$15,000 from county) to construct 11 mi. sand-clay surface road, 20 ft. wide, State Road No. 1, between Live Oak and Suwanee River; open bids Feb. 27; Wm. F. Cocke, State Road Commr., Tallahassee, Fla.

Fla., Miami.—Dade County Commrs. have \$150,000 available for maintenance and repairs, resurfacing, oiling, etc., of new roads; small amount let on contract; opened bids Feb. 21; Hobart Crabtree, Engr. (Lately noted.)

Fla., Milton.—Santa Rosa County and State Road Dept., Wm. F. Cocke, State Road Commr., Tallahassee, will have \$190,000 available to construct 15 mi. State Road No. 1; vitrified brick, grouted, on sand base, 9 ft. wide with rock shoulders; date of opening bids not set.

Ga., Atlanta.—Fulton County Commrs. will pave East Point Road from Gordon St. to East Point; convict labor; let contracts for supplies; will invite bids for paving sections of Cascade, Pace's Ferry, Marietta and East Point roads. (Previously noted.)

Ga., Atlanta.—Fulton County Commrs. appropriated \$85,000 for street improvements in Atlanta.

Ga., Atlanta.—Commrs. Roads and Revenues, Fulton County, W. A. Hansell, Jr., Supt. Public Works, 501 Courthouse, Atlanta, ask bids until March 15 to pave Paces Ferry Road, 34,000 sq. yds.; Marietta Road, 26,000 sq. yds.; Cascade Ave. and Gordon St., 30,000 sq. yds.; also Cascade Ave., 27,000 sq. yds.; Hapeville Road, 26,000 sq. yds.; concrete, bituminous concrete, vitrified brick or other paving; C. M. Holland, Purchasing Agen., 307 Courthouse. (See Machinery Wanted—Road Construction.)

Ky., Winchester.—City, S. B. Tracy, City Clerk, will let contract March 7 for construction on West Broadway, between Main and Maple Sts. (See Machinery Wanted—Paving.)

La., Amite.—Tangipahoa Parish, Road Dist. No. 5, has \$100,000 available to construct 13 mi. main highway and 12 mi. cross roads of in about 60 days; J. M. Fournier, Engr. clay or washed gravel surfacing; open bids (Lately noted.)

La., Columbia.—Caldwell Parish, J. A. Warner, Pres., Grayson, La., let contract to C. A. Reese, Columbia, at \$65,000 to construct 15 mi. model graveled highway; Engr., R. M. Erwin, Riverton, La.

La., Jennings.—Jefferson Davis Parish, John T. Hood, Clerk Police Jury, will issue \$150,000 bonds, Pelican Road Dist. No. 1; to construct hard-surfaced roads.

La., Shreveport.—Caddo Parish, W. T. Crawford, Pres. Police Jury, asks bids for March 13 to construct 25,000 sq. yds. asphaltic concrete pavement and 14,000 lin. ft. concrete header on Arkansas Line Road; L. T. Gilmer, Parish Engr., Box 772, Shreveport. (See Machinery Wanted—Road Construction.)

La., Shreveport.—City, W. F. Thoman, Commr. of Streets and Parks, will construct about 80,000 sq. yds. asphaltic-concrete street

paving; date of opening bids not set; Engr., H. E. Barnes, City Hall. (Lately noted.)

Md., Baltimore.—City authorized Consolidated Engineering Co., Calvert Bldg., Baltimore, to proceed with construction of third section of Key Highway, including asphalt pavement.

Md., Baltimore.—City will grade, curb and pave various streets included in following contracts: No. 152—37,250 sq. yds. sheet asphalt, 2685 sq. yds. vitrified block and 105 sq. yds. granite block redressed; No. 153—28,900 sq. yds. sheet asphalt, 2570 sq. yds. vitrified block, 400 sq. yds. granite block redressed and 2200 sq. yds. wood block; No. 154—31,100 sq. yds. sheet asphalt and 2370 sq. yds. vitrified block; No. 155—16,570 sq. yds. sheet asphalt, 120 sq. yds. granite block redressed and 1620 sq. yds. vitrified block; No. 156—14,000 sq. yds. sheet asphalt and 1090 sq. yds. vitrified block; No. 157—7300 sq. yds. cement concrete, 20 sq. yds. vitrified block and 40 sq. yds. wood block; all paving (except cement concrete) on concrete base; bids until March 12; S. C. Rowland, Chrmn. Paving Comsn., 214 E. Lexington St. (See Machinery Wanted—Paving.)

Md., Towson.—Baltimore County Commrs., Wm. G. Suero, Roads Engr., have \$300,000 available for maintenance and construction of roads; will resurface old stone roads or build concrete roads; plans not completed; open bids probably in April. (Road construction lately noted.)

Miss., Fayette.—Jefferson County is reported to have issued bonds to improve highways. Address County Commrs.

Miss., Meadville.—Franklin County will issue \$200,000 bonds to construct roads; will improve link of highway from Meadville to Turner. Address County Commrs.

Mo., Booneville.—Cooper County voted \$100,000 bond issue to construct hard-surface roads. Address County Commrs.

Mo., Caruthersville.—City will construct 8000 sq. yds. of vibrolithic paving and curbing; bids opened Feb. 21; F. C. Dwiggins, City Engr., and J. M. McGinnis, City Clerk. (See Machinery Wanted—Road Construction.)

Mo., Cape Girardeau.—City will pave various streets; 20 blocks concrete; 6-in. base; bids until April 1; plans by Ed. Siler, Engr., Courthouse, Cape Girardeau.

Mo., Independence.—Jackson County Commrs. will construct 3 mi. of Lone Jack East Road; macadam resurfacing; 16 ft. wide; O. C. Sheley, County Engr., Independence.

Mo., Poplar Bluff.—City will pave Kinzer St. from 5th to 9th Sts.; asphalt; 6-in. concrete base; bids until April 1; W. E. Walker, Engr., City Hall, and H. H. Wilcox, City Clerk, City Hall, have plans.

Mo., St. Louis.—City will pave Bellerive Park Bridge with wood block; 300 ft. long and 60 ft. wide; estimated cost \$15,000; soon receives bids; L. R. Bowen, City Engr.

Mo., St. Louis.—City will pave Minnesota St., also alleys, with vitrified brick and concrete; Board of Public Service receives bids until March 18.

N. C., Asheville.—Buncombe County let contract to Asheville Construction Co., Asheville, to grade section of Henderson Road from Arden to county line; 8700 sq. yds. grading; cost \$8000. (Lately noted.)

N. C., Asheville.—City will pave 10 streets, including sections of Washington Road, Madison Ave., Maxwell St., etc.; concrete, durax and asphalt paving; also pave sidewalks; issue about \$100,000 bonds; B. M. Lee, City Engr.

N. C., Boone.—Watauga County, Roy M. Brown, Secy. Road Comsn., let contract to J. F. Mulligan, Boone, at \$200,000 to construct



700 mi. surfaced roads; E. W. Cole, Engr. (Lately noted bond issue.)

N. C., Morganton.—Burke County Comms. will issue \$30,000 bonds for road improvement in Loneday Township.

N. C., Mooresville.—City. James L. Donald, Official, is proceeding with street work; \$300,000 available; 6 mi. of sheet asphalt on concrete base; 3 mi. already completed; Engrs., Anderson & Christie, Charlotte, N. C.; R. M. Hudson, Contr., Atlanta, Ga.

N. C., Shelby.—Cleveland County Comms. have \$35,000 available to construct roads in Township No. 9; W. P. Eddleman will make surveys and supervise construction.

Okla., Antlers.—Pushmataha County Comms., J. E. Attaway, County Clerk, voted \$129,000 bonds for graded roads in Antlers Township (\$100,000) and Kiamichi Township (\$29,000); date of opening bids not set; B. C. McCleary, Engr. (See Machinery Wanted—Road Machinery.)

Okla., Bristow.—City will construct brick pavement; \$70,000 involved; date of opening bids not set; preliminary plans lately noted prepared by Benham Engineering Co., Consit. Engr., Oklahoma City.

Okla., Idabel.—McCurdin County Comms., D. Plonken, Secy., voted \$50,000 bonds for road construction.

Okla., Madill.—City. A. P. Marsh, City Mgr., will construct concrete paving; cost \$75,000; date of opening bids not set; Benham Engineering Co., Consit. Engr., Oklahoma City. (Lately noted.)

Okla., Tulsa.—Tulsa County Comms. let contract to C. O. Frye and H. Frye of Tulsa at \$181,445.25 to construct concrete road to 8 and Springs and 3 mi. additional to Rose Hill Cemetery.

S. C., Charleston.—Sanitary and Drainage Comsn. of Charleston County let contract to Simons-Mayrant Co., People's Bldg., Charleston, to construct 3.7 mi. concrete road. (Lately noted Simons-Mayrant Co. lowest bidder.)

Tenn., Columbia.—City will pave Ninth St., from School to High St., with asphaltic concrete on macadam base; J. M. Dedman, Mayor.

Tenn., Jonesboro.—State Dept. of Highways, A. M. Nelson, Engr., Nashville, let contract to Foy & Proctor, Nashville, at \$22,422.91 to construct 21.35 mi. of State Highway No. 2 in Washington County, between Greene County and Carter County lines; 200,432 sq. yds. water-bound macadam surfacing; 200,432 sq. yds. broken stone base course; about 75,000 cu. yds. excavation, etc. (Lately noted inviting bids.)

Tenn., Paris.—State Highway Dept., A. M. Nelson, Engr., Nashville, will construct portion of State Road No. 11 in Henry County; 15½ mi. long, 16 ft. wide; 100,000 cu. yds. excavation; cost above \$100,000; invite bids. (Lately noted.)

Tex., Angleton.—Brazoria County Comms. will construct roads in Freeport Road Dist.; \$200,000 bonds voted 1917, but delayed because of the war.

Tex., Anahuac.—Chambers County Comms. Precinct No. 2, will construct roads; vote March 22 on \$50,000 bonds; J. F. Wilson, County Judge.

Tex., Ballinger.—Runnels County Comms. will construct 20 mi. of Highway No. 7; plans approved by State Highway Comsn.

Tex., Bastrop.—Bastrop County, Paige Precinct, votes March 15 on \$35,000 bonds to construct roads. Address County Comms.

Tex., Bastrop.—Bastrop County, McDade Precinct, votes March 15 on \$35,000 bonds to construct roads. Address County Comms.

Tex., Bonham.—Fannin County, Road Dist.

No. 25, voted \$40,000 bonds to construct roads. Address County Comms.

Tex., Dalingerfield.—Morris County will construct 15 mi. of gravel road on Texarkana and El Paso Highway; bids invited; W. W. Robinson, Chmn. Naples Road Committee.

Tex., Bastrop.—Bastrop County, Elgin Precinct, votes March 15 on \$250,000 bonds to construct roads. Address County Comms.

Tex., Cameron.—Milan County Comms. are considering \$60,000 bond issue to construct road.

Tex., Corpus Christi.—Nueces County is considering \$1,500,000 bond issue for road construction. Address County Comms.

Tex., Dallas.—City Comms. will pave Colonial Ave. from Lenway to city limits with Uvalde asphalt; Cleveland St. from Forest to Grand Ave. and Munger Ave. from Haskell to Carroll Ave., both with bitulithic; G. D. Fairtrace, City Engr.

Tex., Denton.—Denton County Comms. are considering \$1,500,000 bond issue to construct roads.

Tex., Fort Worth.—City Comsn. will pave Baltimore Ave. from Evans to Mississippi Ave.

Tex., Fredericksburg.—Gillespie County Comms. are considering \$750,000 bond issue to construct roads.

Tex., Giddings.—Lee County Comms. issued \$150,000 bonds (previously voted) to construct roads in Road Dist. No. 1.

Tex., Giddings.—Lee County Comms. will construct 16 mi. of gravel road (Austin-Houston Highway); bids until March 4. Address County Comms.

Tex., Glen Rose.—Somerville County Comms. are considering \$50,000 bond issue to construct roads.

Tex., Groesbeck.—Limestone County, Shiloh Precinct, votes March 18 on \$60,000 bonds to construct roads. Address County Comms.

Tex., Groesbeck.—Limestone County, Coolidge Precinct, votes March 18 on \$65,000 bonds to construct roads. Address County Comms.

Tex., Groesbeck.—Limestone County, Mexia Precinct, votes March 18 on \$250,000 bonds to construct roads. Address County Comms.

Tex., Henrietta.—Clay County Comms. are considering \$1,500,000 bond issue to construct road.

Tex., Hillsboro.—Hill County Comms., Road Dist. No. 3, will vote on \$250,000 bonds for road improvements.

Tex., Johnson City.—Blanco County Comms. are considering \$40,000 bond issue to construct roads.

Tex., Kerrville.—Kerr County Comms. are considering \$500,000 bonds to construct roads.

Tex., McKinney.—Collin County, Weston Dist., votes March 15 on \$250,000 bonds to construct roads. Address County Comms.

Tex., McKinney.—Collin County, Plano Dist., votes March 15 on \$450,000 bonds to construct roads. Address County Comms.

Tex., Sonora.—Sutton County Comms. plan to reconstruct San Angelo-Sonora Highway; E. S. Briant, County Judge.

Tex., Rockwall.—Rockwall County voted \$800,000 bonds to construct roads; State Highway Comsn. will appropriate \$100,000; total \$900,000; portion of this amount will be expended to construct 13-mi. concrete road, 16 ft. wide, across county from Dallas County line to Hunt County line. Address County Comms. (Lately noted.)

Tex., Del Rio.—Valverde County, J. Q. Hehry, Judge, plans to construct 7 mi. tarvia surfacing; cost \$45,000.

Tex., Mercedes.—City let contract Finlay

Method Co. of Houston, Tex., to pave streets with tarvia.

Tex., Port Lavaca.—Calhoun County, F. M. Dudgeon, County Judge, contemplates expending \$120,000 on 10-mi. road.

Tex., Quitman.—Wood County Comms. are considering \$150,000 bond issue to construct roads.

Tex., Refugio.—Refugio County Comms. are considering \$400,000 bond issue to construct roads.

Tex., Rock Springs.—Edwards County Comms. are considering \$150,000 bond issue to construct roads.

Tex., San Antonio.—Bexar County Comms. will expend \$32,467 to improve roads in Precincts Nos. 1, 2, 3 and 4.

Tex., San Antonio.—Bexar County Comms. are considering \$500,000 bond issue to construct roads.

Tex., San Marcos.—Hays County Comms. are considering \$350,000 bond issue to construct roads.

Tex., Sinton.—San Patricio County Comms. are considering \$225,000 bond issue to construct roads.

Tex., Tyler.—Smith County Comms. are considering \$1,000,000 bonds issue to construct roads.

Tex., Van Horn.—Culberson County Comms. let contract to W. E. Hamilton, Monahans, Tex., at \$68,000 to construct 43-mi. road, including grading, graveling and bridge construction. (Lately noted bids.)

Tex., Wichita Falls.—Wichita County Comms. are considering \$1,300,000 bond issue to construct roads.

Va., Norfolk.—Norfolk Industrial Center, J. W. Hough, Pres., will construct 60-ft. paved road across southern portion of 200-acre tract. (See Land Development.)

Va., Portsmouth.—Norfolk County Comsn. of Roads and Bridges, 414 New Kira Bldg., Portsmouth, will construct section of Willoughby Road; 18,000 sq. yds.; concrete; bids until March 3; R. B. Preston, Engr., Portsmouth. (See Machinery Wanted—Road Construction.)

Va., Portsmouth.—Comsn. of Roads and Bridges appropriated \$25,000 toward construction of concrete road, 16 ft. wide, from Portsmouth to Nansemond County line, about 5 mi.; State Highway Comsn., Richmond, will appropriate \$75,000 additional.

Va., Richmond.—State Highway Comsn., Geo. P. Coleman, Engr., will construct 3 mi. of concrete road between Richmond and Petersburg; width, 18 ft.; cost \$70,000.

Va., Staunton.—Augusta County Comms. let contract to Brooks Brothers, Staunton, to construct 1½ mi. 9-in. water-bound macadam road from Stuarts Draft.

Va., Woodstock.—City is reported to construct 1 mi. of street; bids until March 1. Address City Clerk.

W. Va., Clarksburg.—Harrison County Comms. will construct 9½ mi. of road costing \$1100; bids until March 20; J. James Crews, Clerk. Lately noted. (See Machinery Wanted—Road Construction.)

W. Va., Elkins.—Randolph County will grade and drain about 23 mi. of road; bids until March 3; F. A. Parsons, County Road Engr., Elkins. (See Machinery Wanted—Road Construction.)

W. Va., Fayetteville.—Fayette County Comms. let contract to Tony Petro, Morgantown, W. Va., to construct 10 mi. of road in Sewell Mountain Dist., costing \$44,797, and 8 mi. in Nuttall Dist., costing \$35,565.

W. Va., New Cumberland.—Hancock County Comms. will construct 2 mi. of road in Grant

Dist. and 1 mi. in Clay Dist.; brick or concrete; 9 ft. wide; bids until March 4.

W. Va., Parkersburg.—City, W. H. Ramp, City Engr., advises Manufacturers Record: Bonds not voted on Feb. 10; contemplating considerable paving, for which will vote on bonds at early date. (Lately reported as to vote on \$500,000 bonds.)

### Railway Shops, Terminals, Roundhouses, Etc.

Ky., Paducah.—Illinois Central R. R., F. L. Thompson, Ch. Engr., Chicago, is reported to expend \$3,000,000 to \$5,000,000 for improvements to shops; plans will probably include erection of machine shop and car sheds.

### Sewer Construction.

Ala., Athens.—City, Ernest Hine, Mayor, will construct 3500-ft. storm sewer in connection with paving; open bids Feb. 28. (See Machinery Wanted—Sewer Construction.)

Ala., Birmingham.—City will install sanitary sewer system; Julian Kendrick, City Engr.

Ala., Sheffield.—City Commrs., A. J. Roulhac, Chmn., ask bids until Mch. 18 to construct storm-water sewers, Dists. 1, 2, 3 and 4; plans and specifications at office of City Engr. Lately noted. (See Machinery Wanted—Sewer Construction.)

Ga., Talbotton.—Town is considering construction of sewer system; J. A. Smith, Secy.-Treas.

Md., Montgomery County.—Washington Suburban Sanitary Dist., Robt. B. Morse, Chief Engr., Hyattsville, Md. (Washington office, 611 F St. N. W.), contemplates improvements to sewer and water systems totalling amount of \$2,500,000 to \$3,000,000; may expend \$500,000 this year, mainly in construction of water supply. (See Water-works.)

N. C., Durham.—City, Geo. W. Woodard, City Clerk, asks bids until March 10 to construct vitrified pipe sanitary sewers; Alston Ave. and Neuse River outfalls, 2760 8-in. pipe, on several streets, house connections, etc.; H. W. Kueffner, City Engr. (See Machinery Wanted—Sewer Construction.)

N. C., Newbern.—Concrete Steamers.—Newport Shipbuilding Co. let contract Diamond Steamboat & Wrecking Co. of Wilmington to construct docks, launching ways, etc.; cost \$20,000. (Previously noted.)

Tex., Houston.—City will have plans prepared by City Engr. for sewer on Beauchamp and Pecore Sts.

Va., Hurt.—Motley Telephone Co., capital \$5000, inctpd.; R. D. Adkins, Prest.; B. H. East, Secy.

Va., Newport News.—War Dept., Washington, D. C., plans to construct sewerage-disposal plant, including septic tank, etc., at Camp Alexander; cost \$20,000.

### Shipbuilding Plants.

Ala., Mobile.—Marine Railway.—Kelly Dry Dock & Shipbuilding Co. will construct marine railway; accommodate steel or wooden ships with tonnage capacity of 1800 to 2000; cost \$150,000.

Va., Norfolk.—National Concrete Boat Co., capital \$300,000, is proceeding with construction of plant on Southern branch of Elizabeth River; build 6 ways; 3 for barges and 3 for tugboats and river steamers; has 55-acre site; installing additional machinery; officers are: W. F. Robertson, Prest.; B. F. Mitchell, Treas.; J. M. Priest, V.-P.; J. A. Addenbrook, Secy.; first craft to be built will be barge of 600 tons capacity; H. B. Spear, Mgr.

### Telephone Systems.

Ala., Bessemer.—Southern Bell Telephone Co. will erect building; 75x150 ft.; 2 stories; brick; cost \$60,000.

Ga., Griffin.—Bell Telephone Co. will enlarge cable plant; install equipment.

Ga., Tallapoosa.—Gainesboro Telephone & Telegraph Co. will improve system; installing equipment in exchange and placing overhead wires underground; install 10,305 ft. of cable.

Va., Colonial Beach.—Stratford Telephone & Telegraph Co., capital \$10,000, inctpd.; Geo. Mason, Prest., Colonial Beach; William Wilson, Secy., Oak Grove.

Va., Fredericksburg.—Stratford Telephone & Telegraph Co., capital \$10,000, inctpd.; Geo. Mason, Prest., Colonial Beach, Va.; William Wilson, Secy., Oak Grove Va.

### Textile Mills.

Ga., Griffin.—Cotton Goods.—Rushton Cotton Mills increased capital to \$100,000.

Ga., Millen.—Cotton Belting.—L. H. Gilmer Co., Tacony, Philadelphia, Pa., lately noted as to install looms to weave tubular goods from ply yarns, advises Manufacturers Record: This is in addition to present spinning-mill, and may have larger development later; 12 looms at start; company operates 5500 spindles; T. W. Harvey, Supt.

Ky., Henderson.—Cotton Goods.—Henderson Cotton Mills will install electric-power equipment to operate 3 mills; machinery to include 2000 K. W. power plant, steam turbine and water-tube boilers; plans ready about March 1; Lockwood, Greene & Co. of Boston, Mass., and Atlanta, Ga., are Engrs.

### Water-Works.

Ga., Talbotton.—Town is considering construction of water-works; J. A. Smith, Secy.-Treas.

Md., Baltimore.—City will have surveys made by Walter E. Lee, Water Engr., of Belair Road and adjoining property preparatory to extension of water mains to Gardenville.

Md., Montgomery County.—Washington Suburban Sanitary Dist., Robt. B. Morse, Chief Engr., Hyattsville, Md. (Washington office, 611 F St. N. W.), advises Manufacturers Record relative to lately-noted arrangements for water and sewer supply improvements: Bonds issued for preliminary engineering work; construction, mainly to water supply, to amount of \$500,000, may be done this year; total cost of water and sewer improvements necessary for that section of district now built up will be \$2,500,000 to \$3,000,000; existing systems to be incorporated with general systems; sewage to be disposed of by connection with District of Columbia system; water to be supplied later either by District of Columbia system (after enlargement) or by independent source to be developed by Sanitary Dist. Comsn. in Maryland.

Mo., St. Louis.—City will expend \$350,000 for concrete covers for filtration basins; one at Baden high-service station, cost \$130,000; two at Bissell's Point station; total cost \$220,000. Address The Mayor.

N. C., Winston-Salem.—City, Jos. Firth, Commr. Public Works, will install 10,400 ft. 30-in. wood stave pipe; bids until March 5; other portions of water-works improvements lately noted. (See Machinery Wanted—Gravity Water Line; Pipe.)

Okla., Madill.—City will expend \$60,000 for water-works; develop water supply from wells; capacity 500,000 gals.; plans and specifications to be prepared after water supply is obtained Benham Engineering Co., Conslt. Engrs., Oklahoma City. (Lately noted.)

Tex., Palestine.—City will purchase and in-

stall pumping plant at water station No. 2. Address The Mayor.

W. Va., Clarksburg.—Clarksburg Water Board, S. G. Highland, Mgr., will expend \$30,000 on lately-noted addition to filtration plant; capacity 3,000,000 gals.; install filter equipment and piping; erect 20x25-ft., 1-story brick building; slate roof on steel framing; open bids Feb. 28; also proposes construction of 4 concrete filter units; Fuller & McClintock, Engrs., 170 Broadway, New York. (See Machinery Wanted—Filtration Plant.)

### Woodworking Plants.

Ark., Fort Smith.—Excelsior.—Fort Smith Excelsior Co., North 2d and D Sts., organized; H. F. Goodnow, Prest.; Wm. Monro, V.-P.; W. E. Smith, Secy.-Mgr.; plant purchased. (Lately noted inctpd., capital \$10,000.)

Ark., Little Rock.—M. J. Siesel & Co.'s warehouse; loss \$18,000.

Ga., Cedartown.—High School building; loss \$25,000. Address The Mayor.

Ga., Toccoa.—Furniture.—Piedmont Furniture Co., organized; W. C. Edwards, Prest.; G. W. Goode, V.-P.; J. L. Loden, Secy.-Treas.; acquired Georgia Furniture Co. plant; no further equipment needed. Lately noted inctpd., capital \$20,000. (See Machinery Wanted—Trucks; Belting.)

Ky., Somerset.—Staves.—Crescent Stave Co., capital \$10,000, inctpd. by A. R. Humble, J. S. Cooper and H. G. Cooper.

Md., Towson.—Main building at St. Vincent's Male Orphan Asylum on York Road, near Towson; loss \$75,000; Adam Deupert, Prest. Board of Managers.

Mo., Jefferson City.—St. Mary's Hospital; loss \$35,000 to \$50,000.

Mo., St. Louis.—Cabinets.—Landau Cabinet Co. increased capital to \$100,000.

N. C., Conover.—Chicken Coops and Boxes.—Hickory Handle & Mfg. Co., C. R. Brady, Mgr., will install some additional machinery to manufacture chicken coops and boxes. (See Machinery Wanted—Woodworking Machinery.)

Tenn., Johnson City.—Tubs.—Crescent Tub Mfg. Co. increased capital from \$100,000 to \$200,000.

Va., Lynchburg.—Buggies.—Hughes Buggy Mfg. Co., capital \$100,000, inctpd.; W. H. Jones, Prest.; G. E. Vaughan, Secy.

### Fire Damage.

Ala., Anniston.—Capt. Abe Humphries' residence.

Ala., Birmingham.—City barns at 62d St. and 4th Ave.; loss \$3000. Address The Mayor.

Ala., Demopolis.—N. J. Winn's cotton warehouse.

Ark., Texarkana.—Magnolia Petroleum Co.'s plant, including warehouse and 2 storage tanks; loss \$15,000.

Ga., Lafayette.—Stores of Tyre J. Nash and T. W. Fox; Walker County Bank; loss \$12,000.

Ga., Moultrie.—Moultrie Country Club's clubhouse; loss \$5000.

Ga., Moultrie.—Moultrie Ice & Cold Storage Co.'s plant; loss \$6000.

Ga., Pelham.—Dr. D. A. Spence's packing shed; loss \$8000.

Ky., Bowling Green.—Pelican Oil Co.'s 2 tanks, power-house and other buildings; estimated loss \$11,000.

Ky., Ironton.—Alderman Building, occupied by Alderman Dry Goods Store, Kennedy Real Estate Office; loss \$10,000.

Ky., Hopkinsville.—Capt. Mac J. Davis' residence, occupied by W. E. Pace; loss \$3000 to \$4000.

Md., Cumberland.—W. F. Frederick Piano Co.'s building, owned by Conrad Jammer.

Mo., Brookfield.—Adams School building. Address School Board.

N. C., Boiling Springs.—Ladd Whisnant's residence.

N. C., Brevard.—Transylvania Tanning Co.'s plant; loss \$500,000 to \$1,000,000.

N. C., Kernersville.—Davis Hotel. Address The Proprietor.

N. C., Lenoir.—H. D. Stanley's triple cotton gin, near Stanton Creek; loss \$2500.

N. C., Matthews.—A. J. Williams' hotel; Bank of Matthews, owned by B. D. Funderburk; H. B. Hood's store; Wadsworth's Sales Stables; loss \$50,000.

Okla., Blue.—Warren Brothers' store; post-office building.

Okla., Chickasha.—J. L. Burtshi's residence; loss \$3500.

Okla., Enid.—Garfield School. Address School Board.

S. C., Bennettsville.—C. E. Townsend's cotton gin.

S. C., Roebuck.—A. F. Bobo & Co.'s store; loss \$3000.

Tenn., Memphis.—F. Perlman & Co.'s warehouse and contents; loss \$20,000 to \$25,000.

Tex., Belton.—Dormitory on Baylor College campus; loss \$4000 to \$5000.

Tex., Kerens.—T. M. Shelton's residence; loss \$10,000.

Tex., Muldoon.—Ferd. Weldel's residence, 4 mi. from Muldoon; loss \$3000.

Tenn., Nashville.—Mining tippie at Brushy Mountain coal mines, owned by State; loss \$10,000. Address Board of Control.

Tex., Cold Springs.—Z. T. Ross' residence.

Tex., Georgetown.—Griffin Lumber Co.'s plant; loss \$20,000 to \$25,000.

Tex., Nacogdoches.—Jake Summers' residence.

Va.—Brookneal.—"Red Hill," owned by Mrs. M. R. Harrison.

Va., Lignite.—Charlie Lemon's residence, owned by Alleghany Ore & Iron Co.

Va., Norfolk.—Government Equipment Station at Lamberts Point, under construction by Harwood & Moss, Newport News; loss \$10,000.

Va., Richmond.—Richmond Hotel was not damaged by fire as lately reported.

Va., Shenandoah.—Jail building. Address County Commrs., Luray, Va.

Va., Winchester.—William W. Smallwood's barn in Clarke County; loss several thousand dollars.

W. Va., Keyser.—Music Hall Building, owned by First National Bank.

ing; 1 story; 32x85 ft.; brick and concrete; fireproof; terra-cotta trim; cost \$25,000.

Ky., Louisville.—National Bank of Kentucky. Earl S. Gwin, V.-P., is having plans prepared by A. H. Andrews & Co., 107 S. Wabash Ave., Chicago, for interior of addition to bank building at 5th and Market Sts., and by D. N. Murphy & Bro., Louisville, for exterior; 1 story; stone; cost \$200,000.

Ky., Munfordville.—National Bank of Munfordville contemplates erecting bank building.

Ky., Murray.—Bank of Murray will improve bank building; install fixtures, etc.; cost \$6000.

Md., Chestertown.—Third National Bank of Chestertown will erect building at High and Cross Sts.

Md., Myersville.—Central Trust Co., John Eldridge, Cashier, has plans by A. J. Klinkhart, 826 Potomac Ave., Hagerstown, Md., to repair bank building lately noted damaged by fire; cost \$6000.

Miss., Pass Christian.—Bank of Pass Christian, W. C. Soria, Geo. W. Dunbar and others, plan to erect brick and concrete building. (Lately noted.)

Mo., Kansas City.—City, care of W. G. Goodman, Chief Engr., is having plans prepared by Albert Turney, 4147 Mercer Ave., Kansas City, for office and vault building. (See City and County.)

Mo., St. Louis.—Federal Reserve Bank, Broadway and Pine St., purchased site at 4th and Locust Sts. and plans to erect bank building; 72x150 ft.

Tex., Amarillo.—R. B. Materson is reported to erect office building at 4th and Polk Sts.

Tex., Fort Worth.—W. T. Waggoner opens bids March 1 to erect office building at 8th and Houston Sts.; 75x100 ft.; 16 stories and basement; steel frame; Barrett 20-year guaranteed roofing; hollow tile and concrete floors; steam heat; no lighting plant; reinforced concrete and prism-glass sidewalks; one-and-one traction elevators; estimated cost \$750,000 to \$1,000,000. Address Sanguinet & Staats, Archts., First National Bank Bldg., Fort Worth. (Lately noted.)

Tex., Ranger.—J. S. M. Realty Co. has plans by R. S. Glenn, Claco, Tex., for 6-story reinforced concrete office building; steam heat; elevators; cost \$125,000; also 2-story apartment-house to cost \$20,000, and 3-story 75-room hotel to cost \$45,000; latter to be of brick and stone, steel, terra cotta.

Va., Charlottesville.—National Bank of Charlottesville, Thos. P. Payton, Cashier, is having plans prepared by Marsh & Peter, 322 13th St., Washington, D. C., for bank and office building; 56x100 ft.; 8 stories; steel frame; brick and stone; flat tile roof; concrete and tile floors; steam or vapor heat; electric lighting; will invite bids from 8 general contractors; date opening bids not set; construction begins about May 1; sub-contractors will bid directly to general contractors; cost \$200,000. (Lately noted.)

Va., Critz.—W. King Via, B. F. Martin, R. B. Price and others, Building Committee, receives bids until March 19 to erect banking-house; plans and specifications at office of Mr. Via.

Va., Galax.—First National Bank purchased site and will erect 2-story brick building; cost \$25,000.

## Churches.

Ark., McRae.—Baptist Congregation plans to erect brick-veneer building. Address The Pastor.

Fla., Wauchula.—Christian Church, Rev. Walter S. Smith, Pastor, will erect building at

# BUILDING NEWS

## BUILDINGS PROPOSED

### Apartment-Houses.

Ala., Birmingham.—Herbert J. Baum, David V. Markstein and Sam Phillips are reported to erect apartment-house at Crescent and Jefferson Aves.; cost \$50,000.

Ky., Owensboro.—G. C. Massie plans to erect apartment-house; 6 suites.

Ky., Owensboro.—Lee Hart will erect apartment-house at 7th and Frederica Sts.

La., New Orleans.—James McGowan purchased residence at 1912 St. Charles Ave. and will remodel and enlarge for apartment-house; also plans to erect several apartment-houses.

Md., Baltimore.—Israel Silberstein is having plans prepared by George R. Callis, Jr., 55 Knickerbocker Bldg., Baltimore, for apartment-house at Eutaw Place and Brooks Lane; 5 stories; 50x140 ft.; each apartment to contain 9 rooms and 3 baths.

Md., Funkstown.—Fred. J. Mack, Negley Bldg., Hagerstown, Md., is drawing plans for store and apartment building. (See Stores.)

Md., Linthicum Heights.—Linthicum Heights Realty Co., care of Sweetzer Linthicum, Baltimore, is having plans prepared for alterations to store and apartment building. (See Stores.)

Md., Hagerstown.—A. K. Coffman is having plans prepared by Fred. J. Mack, Negley Bldg., Hagerstown, for addition to store building for apartments; 40x50 ft.; brick; cost \$15,000.

Mo., St. Louis.—Sam Hamburg, Jr., is reported having plans prepared by Kennerly & Steigmeyer, 505 Benoist Bldg., St. Louis, for store and apartment-house; cost \$200,000. (See Stores.)

Okla., Tulsa.—G. H. Thomas plans to erect 2-story apartment-house in Woodlawn addition; cost \$10,000.

Tex., Ranger.—J. S. M. Realty Co. is having plans prepared for office building, apartment-house and hotel. (See Bank and Office.)

### Association and Fraternal.

D. C., Washington.—Ancient, Free and Accepted Masons will erect Scottish Rite Masonic Temple at 13th and K Sts.; 6 stories; auditorium to seat 3000; banquet hall on 6th floor; roof garden; cost about \$500,000.

La., Baton Rouge.—Young Men's Christian Assn., care of R. B. Taylor, Prest., receives bids until March 15 to erect building on Church St.; 75x112 ft.; 4 stories, including basement half floor below ground; concrete; brick facing; concrete floors; social and classrooms, gymnasium, swimming pool, bathrooms and dormitories; cost \$80,000; Shattuck & Hussey, Archts., 19 S. La Salle St., Chicago. (Lately noted under Apartment-houses.)

Md., Brunswick.—Pythian Association of Brunswick, Chas. W. Smith, Member Building Committee, is considering erection of lodge building; 2 stories; brick; cost about \$30,000; call for bids in spring.

Miss., Hattiesburg.—Ancient Free and Accepted Masons will erect temple in Eaton Place; tentative plans call for 3-story structure; banquet hall in basement; cost \$75,000; Herman Patz, Chmn. of Committee.

N. C., Greensboro.—Masonic Building Committee (J. E. Latham, Julian Price, B. MacKenzie and others) is considering erection of Masonic temple.

Tex., Eagle Pass.—Order of A. F. & A. M. plans to erect temple.

Tex., San Antonio.—American Red Cross, H. M. Hubbell, Director, Washington, D. C., will erect additional building at Fort Sam Houston Base Hospital; 50x50 ft.; cost \$3000.

## Bank and Office.

Ark., Osceola.—Citizens' Bank is having plans prepared by W. E. Parlow, 425 H. & H. Bldg., Cape Girardeau, Mo., for bank build-



Bay St. and 9th Ave.; details not determined. (Lately noted.)

Fla., Pensacola.—Gadsden Street Methodist Church has plans by T. L. Brodie, Birmingham, Ala., for Sunday-school building; accommodate 500 pupils; cost \$15,750.

Ky., Louisville.—Mount Lebanon Baptist Church opens bids May 1 to erect building at 656 S. Ninth St. previously noted; auditorium 50x50 ft.; Sunday-school annex 35x50 ft.; brick and stone; tile or slate roof; white pine floors; steam or hot-air heat; electric and gas lighting; W. A. Rayfield & Co., Architects, Birmingham, Ala. Address V. W. McLawler, 1714 W. Walnut St., Louisville. (See Machinery Wanted—Building Material; Boilers; Seating; Pipe Organ; Lavatory Equipment.)

Md., North East.—First Pentecostal Church of the Nazarene has plans by Max Charles Price, Punta Corda, Fla., for building; about 35x50 ft.; concrete block walls; slate gables; slate or other fireproof roof; total cost not to exceed \$5000; no general contract; will ask bids on parts of construction as conditions warrant; excavation made and arrangements completed for foundation. Address Rev. Walter G. Barlow, Pastor, Box 141, North East. (Previously noted.)

Mo., Bertrand.—Methodist Church, Rev. J. S. Haw, Pastor, has plans by A. F. Lindsay, McCoy Tanner Bldg., Sikeston, Mo., for building; 2 stories; 62x78 ft.; brick; cost \$35,000.

N. C., Durham.—North Durham Baptist Church, Rev. Victor V. McGuire, pastor, will erect Sunday-school addition; cost \$15,000.

Okla., Blackwell.—First Baptist Church opens bids March 18 to erect building; about 55x100 ft.; 3 stories; brick; composition and tile roof; first floor of cement; others, wood; E. K. Campbell hot-air system of heat; electric lighting; cost \$40,000 to \$50,000; Jas. E. Greene, Archt., Birmingham, Ala. Address A. G. West, Blackwell. (Lately noted.)

Okla., Oklahoma City.—Protestant Episcopal Church, Rev. Frank N. Fitzpatrick, Pastor, will erect building; cost \$8000.

S. C., Lancaster.—Belair Methodist Church will erect building. Address The Pastor.

Tex., Dallas.—Central Congregational Church, Rev. J. B. Gonzales, Pastor, is having plans prepared by Herbert M. Greene Co., Dallas, for building at Carroll Ave. and Jacinto St.; 128x150 ft.; 2 stories; brick; stone and terra-cotta trim; auditorium, including balcony, 420 seating capacity; steam heat; electric fixtures; cost \$60,000. (Lately noted.)

Tex., Marlin.—(Rural Route No. 1).—St. Pauls Evangelical Church, Rev. G. Deislinger, Pastor, is having plans prepared by Ross & Cason, Bankers' Trust Bldg., Waco, Tex., for building; 36x52 ft.; concrete basement and wooden frame; asbestos shingle roof; electric or acetylene lighting; cost about \$12,000; other details not determined. Address The Pastor.

Tex., Paris.—Bonham Street M. E. Church, J. E. Condray, Secy., 428 W. Austin St., is having plans prepared by Curtis & McCrackin, Paris, for building; about 70x90 ft.; brick; roofing not decided, except non-inflammable; probably wood or concrete floors; heating, lighting and sidewalk construction not decided; date opening bids not set; construction begins about June 1; cost \$30,000 to \$35,000. Address Mr. Condray. (Lately noted.)

Tex., Paris.—West Paris Methodist Church, Rev. R. B. Curry, Pastor, T. B. Fisher, Chrmn., Building Com., is having plans prepared by Curtis & McCrackin, Paris, for building; cost \$35,000. (See Machinery Wanted—Building Material; Brick; Heating; Art Glass; Seating; Church Fixtures.)

Va., Portsmouth.—Park View Methodist

Church, Rev. R. M. Chandler, pastor, plans erection of building at Webster Ave. and A St.

Va., Portsmouth.—Chevra Thilim Congregation will erect building; Max Silverman is interested.

### City and County.

Ala., Mobile.—Library.—City plans to erect library; cost about \$100,000. Address The Mayor.

Ga., Dublin.—Liberty Building.—Laurens County will erect Liberty Bldg.; 1 story, with dome in center; hallway will divide building; cost \$30,000, including site. Address County Commrs.

Md., Texas.—Alms-house.—Baltimore County Commrs., Dr. Frank W. Keating, Chrmn., Building Committee, are having plans prepared by William H. Emory, Jr., 827 Munsey Bldg., Baltimore, for almshouse to replace structure lately noted damaged by fire. (Lately noted.)

Miss., Pascagoula.—Fire Station.—Scranton Fire Co. No. 1 will erect fire station; cost \$15,000.

Mo., Kansas City.—Office and Vault Building, City, care of W. G. Goodman, Chief Engr. Fire and Water Board, is having plans prepared by Albert Turney, 4147 Mercer Ave., Kansas City, for office and vault building at 40th and Mill Sts.; 1 story; 35x50 ft.; brick and reinforced concrete; stone trim.

N. C., Greensboro.—Firehouse.—City Commrs. are having plans prepared by Harry Barton, Greensboro, for firehouse at Mendenhall St. and Walker Ave.; cost \$19,000.

Tenn., Memphis.—Auditorium, Market-house and Office Building.—City of Memphis and Shelby County will erect building for auditorium, municipal market-house and city office building; about 300x300 ft.; cost about \$750,000; city and county both plan to float \$375,000 of bonds each; H. H. Hull, City Engr., Room 5, Courthouse, Address W. C. Dutlinger, Chrmn., Auditorium Com., Memphis. (Previously noted.)

Tex., Eagle Pass.—Fire and Police Stations and Market.—City Commrs. plan to erect fire and police stations and market-house.

### Courthouses.

Md., Salisbury.—Board of County Commrs. has plans by Owens & Sisco, 1605 Continental Bldg., Baltimore, to alter courthouse.

W. Va., St. Marys.—Pleasants County votes March 11 on \$150,000 bonds to erect courthouse. Address County Commrs.

### Dwellings.

Ala., Birmingham.—Birmingham Realty Co. will erect 10 dwellings in Norwood.

Ark., Blytheville.—E. E. Sheppard will erect residence.

Ark., Texarkana.—J. G. Wood will erect \$5000 dwelling.

D. C., Washington.—Chas. E. Wire, 1413 H St. N. W., will erect 11 dwellings, 4606 15th St.; 2 stories; brick; also 3 dwellings, 216 Rittenhouse St.; 2 stories; frame; cost \$65,000 and \$15,000, respectively; plans and construction by owner.

Fla., Jacksonville.—N. Z. Butterick will erect 2 residences on 11th St. and 1 on Roselle St.; total cost \$8800.

Fla., Miami.—Norman McInnis will erect 3 bungalows on 24th St., near Avenue H.

Fla., Miami.—G. W. Webster, Tulsa, Okla., will build winter residence.

Fla., Miami.—Mrs. Walter Martin, Cleveland, Ohio, is reported to erect winter residence.

Fla., St. Petersburg.—George Plack will erect residence at 13th Ave. and Poplar St.

Ky., Lexington.—Lexington Building & Development Co. Incptd. with \$50,000 capital by James Combs, Harry Brower, Charles M. Marshall and others; will erect number dwellings; 4 rooms, bath and furnace; cost \$6000 to \$6500.

Ky., Lexington.—James Combs is Chrmn. of Committee promoting organization of stock company with \$50,000 capital to build dwellings; will erect 25 structures at present; cost \$4000 to \$5000 each.

Ky., Owensboro.—G. A. Bleich is reported to erect residence at 13th and Frederica Sts.

La., Shreveport.—M. T. and S. E. Carter will erect frame residence on Highland Ave.; cost \$6200.

La., Shreveport.—Shreveport Realty Co. will erect 2 frame dwellings on Vine St.; cost \$5500.

Md., Baltimore.—Philip C. Mueller has plans by Flournoy & Flournoy, 1417 John St., Baltimore, for 18 dwellings on Guilford Ave., near University Parkway; 2x38 ft.; brick; cottage type; cost \$5000 each; owners will soon call for bids on separate contracts.

Md., Baltimore.—Guilford Building Co. will erect 6 dwellings, 209-11-13-27-29-31 E. University Parkway; 2½ stories; cost \$24,000.

Md., Baltimore.—Liberty Heights Development Co., 219 Courtland St., will erect 8 daylight dwellings at Liberty Heights Ave. and Grantley St.; 2 stories; brick; slate roof; hardwood floors; cost \$4000 each; steam heat, \$300; plans and construction by owner. (Lately noted.)

Md., Baltimore.—Joseph S. Small, 3565 Cedar Ave., will erect 5 dwellings on Cedar Ave., south of 34th St.; 2 stories; cost \$8000.

Md., Baltimore.—Pimlico Development Co., 848 Equitable Bldg., purchased 11-acre tract at Old Pimlico Road and Belvidere Ave.; will develop to be known as Buena Vista Manor.

Md., Baltimore.—Welsh Construction Co., 11-13 E. Fayette St., is having plans prepared by Stanislaus Russell, 2730 N. Calvert St., Baltimore, for twenty-three 2-story dwellings on Smallwood and Baker Sts.; brick; slag roofs; cost \$25,000.

Md., Baltimore.—George Wessel is reported to erect store and dwelling; cost \$5000. (See Stores.)

Md., Baltimore.—Acme Building Co., Louis Pincus, Pres., Milton Ave. and Federal St., will erect six 2-story brick dwellings at southeast corner of Lanvale and Port Sts.; 12x44 ft.; Carey roofs; furnace heat; five 2-story dwellings at 1622-4 N. Milton Ave.; Carey roofs; furnace heat; also six 2-story dwellings, 1613-23 N. Port St.; total cost \$22,500; plans and construction by owner. (Other dwellings lately noted.)

Md., Hagerstown.—Harry Burger, 247 S. Locust St., has plans by A. J. Klinkhart, 826 Potomac Ave., Hagerstown, for bungalow; 1½ stories; 26x42 ft.; frame and stucco; cost \$5000; owner will receive bids April 1. (Lately noted.)

Miss., Clarksdale.—S. W. Haaga will erect bungalow at School and Choctaw Sts.

Mo., Charleston.—J. L. Burd is having plans prepared by W. H. Parlow, H. & H. Bldg., Cape Girardeau, Mo., for residence; 2 stories; 42x60 ft.; brick veneer; cost \$25,000.

Mo., Enon.—Theodore Erhart will erect residence. (See Miscellaneous Structures.)

Mo., St. Louis.—Mrs. Katherine C. Pasquier will erect 3 dwellings in Hi-Pointe; 8 and 9 rooms, including sleeping porches.

Mo., St. Louis.—Henry Hermesmyer will erect residence on Bellefontaine Rd.

N. C. Elkins.—Dr. M. A. Royall will erect residence on Gwyn Ave.

N. C., Winston-Salem.—Hanes Rubber Co. has plans by Lockwood-Greene & Co., Atlanta, for plant extension, village, etc.; plans to erect number of frame and stucco cottages; 40 to be started at once to cost \$80,000. (Lately noted.)

N. C., Winston-Salem.—R. J. Reynolds Tobacco Co. will erect 9 residences in Cameron Park; 4, 5, and 6 rooms; sewerage, electric lights, etc.; total cost \$20,000.

Okla., Muskogee.—J. R. Gibbs will erect 5 dwellings on Fondulus St.; total cost \$10,000.

Okla., Muskogee.—W. L. Lindhard will erect brick residence on W. Broadway; cost \$5,500.

Okla., Oklahoma City.—J. Gill will erect 2-story dwelling on Classen St.; brick veneer; cost \$15,000.

Okla., Okmulgee.—C. Swan will erect dwelling; cost \$11,700.

Okla., Okmulgee.—E. Penticost will erect 2 dwellings; total cost \$6,900.

Okla., Okmulgee.—J. J. Maroney will erect 2 dwellings; total cost \$6,900.

Okla., Okmulgee.—Mrs. N. M. Kimbley is reported to erect residence; cost \$4,600.

Okla., Okmulgee.—T. D. Harris will erect 3 dwellings; total cost \$12,000.

Okla., Okmulgee.—W. L. Hill will erect residence; cost \$4,450.

Okla., Tulsa.—F. M. Foster will erect dwelling and garage; cost about \$5,000.

Okla., Tulsa.—J. P. Murray plans to erect 2-story brick veneer residence and garage at Buena Vista; cost \$22,000.

Okla., Tulsa.—Max B. Andrea will erect dwelling; cost \$5,000.

Okla., Tulsa.—G. Y. Jenkins will erect 6 dwellings; total cost \$10,500.

Okla., Tulsa.—N. G. Henthorne will erect dwelling; cost \$6,000.

Okla., Tulsa.—George W. Groves will erect residence; cost \$5,000.

Okla., Tulsa.—H. R. Mann will erect 2 dwellings; total cost \$5,500.

S. C., Greenville.—E. P. Cushman will erect dwelling; cost \$7,000.

S. C., Chester.—B. D. Harrell will erect residence.

S. C., Greenville.—W. S. Bradley & Co. will erect number of dwellings during year; 36x40 ft. and 38x49 ft.; frame; brick foundation; shingle roof; wood floors; steam or hot-air heat; cost \$4,500 to \$5,000 each. (Lately noted.)

Tex., Dallas.—Dines Building Co. will erect 2-story frame dwelling on Gaston Ave.; 7 rooms; cost \$7,000.

Tex., Denton.—D. K. Allison will erect residence on W. Oak St.; cost \$7,500.

Tex., Honey Grove.—Dr. Vaughn is having plans prepared by Curtis & McCrackin, Paris, Tex., for residence; basement, heating plant, etc. (See Machinery Wanted—Brick (face).)

Tex., Houston.—William A. Wilson Co. will erect dwellings as follows: 5-room residence, garage and servant's house, 425 McKinney Ave.; 6-room residence and garage, 4425 McKinney Ave.; 5-room bungalow and outhouse, 4420 Woodside Ave., and 5-room bungalow and garage; total cost \$15,000.

Tex., Houston.—Houston Land Corp. will erect residence and garage, block 21, Montrose; 7 rooms; 2 stories; stucco; cost \$5,000.

Tex., Paris.—Hugh Palmer is having plans prepared by Curtis & McCrackin, Paris, for residence; basement, heating plant, etc.

Tex., San Antonio.—W. A. Baity will erect 7-room dwelling on Mulberry St. and 5-room

dwellings on Agarita Ave., Peck Ave. and Guenther St.; total cost \$12,900.

Tex., Texarkana.—B. C. Barrier will erect dwelling; cost \$5,000.

Tex., West Columbia.—F. N. Bullock plans to erect several dwellings, construct swimming pool, etc.

Va., Berryville.—Jos. Moore has plans by A. J. Klinkhart, 826 Potomac Ave., Hagerstown, Md., for residence; 2 stories; 36x25 ft.; frame and stucco; cost \$8,000; owner will receive bids.

Va., Big Stone Gap.—Young Men's Club, W. H. Wren, Pres., organized Home Building Corp., authorized capital stock \$25,000; plans to erect dwellings; cost \$2,000 to \$3,000 each.

Va., Portsmouth.—Nichols & Lindeman will erect 5 dwellings, one on Peachtree Ave. and four on Atlanta St., Prentiss Place; 2 stories; frame; cost \$4,000 each.

Va., Norfolk.—Mrs. Chas. Eldredge has plans by Harvey S. Abrames, Arcade Bldg., Norfolk, for residence; 2 stories; 30x50 ft.; brick and shingle; cost \$10,000.

Va., Richmond.—Richmond Trust & Savings Co. will not erect dwellings as lately reported.

W. Va., Princeton.—F. R. Wilson will erect residence.

### Government and State.

Tex., Dallas.—Armory.—Dallas Armory Co. inctd. with \$200,000 capital by Capt. M. O. C. Hull, H. A. Olmsted, L. L. Henderson and others; will erect armory; 200x300 ft.; cost about \$128,000; Lieut. William H. Beilharz, Archt. (Previously noted.)

Tex., El Paso.—Construction Division, War Dept., Washington, will erect 16 steel-framed buildings at Fort Bliss, near mechanical repair-shop unit No. 315 to house motor trucks; larger of buildings 66x50 ft.

Tex., Galveston.—Bureau of Yards and Docks, Navy Dept., C. W. Parks, Chief, Washington, cancelled construction of 10 buildings for naval air station on West Galveston Bay. (Contract lately noted.)

### Hospitals, Sanitariums, Etc.

Ark., Russellville.—Stock company is being organized to erect \$15,000 hospital to replace Russellville Infirmary damaged by fire.

Mo., Columbia.—Boone County Commrs. are considering calling election on \$100,000 bonds to erect hospital.

Mo., Jefferson City.—St. Mary's Hospital will rebuild structure noted damaged by fire at loss of \$35,000 to \$50,000; H. J. Wallau, Contr., Jefferson City.

### Hotels.

Ala., Attalla.—Associated Citizens' League of Attalla (Dr. J. P. Stewart, R. O. Noofin, Paul Stevenson and others) has tentative plans by W. F. Bennis, Bessemer, Ala., for hotel; 60 rooms; fireproof; brick or concrete; stone trim; cost about \$50,000.

Ark., Newport.—Hazel Hotel, L. McDougald, Mgr., will enlarge hotel, construct office, dining-room, etc.

Fla., Fort Myers.—Franklin Hotel Co. inctd. with \$200,000 capital by W. P. Franklin, Pres.; Walter O. Sheppard, V.-P.; Paul G. Franklin, Treas.; Joe T. Franklin, Secy.

Fla., Ocala.—Dr. Kirk, Bluefield, W. Va., purchased Lakeside Hotel and will remodel.

Fla., Sanford.—Sanford Hotel Construction Co., Inc., H. C. Du Bose, Secy. and Treas., \$100,000 capital stock, plans to erect hotel; details not definite. (Lately noted.)

Ga., Augusta.—Heymann & Barron, P. O. Box 529, open bids in about 60 days to remodel

building at 8th and Telfair Sts. for hotel; 100 rooms; brick; metal roof; wood and tile floors; cost with equipment about \$125,000; G. Lloyd Preacher, Archt., Augusta. Address owners. (Lately noted.)

Ky., Frankfort.—Frankfort Hotel Co., E. Church Tinsley, Mgr., will erect 25-room addition to hotel; cost \$25,000.

Md., Braddock Heights.—Harry Wardman and Thomas P. Bones, both at 1439 K St. N. W., Washington, D. C., purchased Braddock Hotel and will improve and erect additional story; receiving bids.

Okla., Okmulgee.—Mrs. H. Johnson will erect addition to hotel; cost \$9,450.

Tex., Gorman.—Chamber of Commerce is interested in promoting erection of \$100,000 hotel.

Tex., Kenedy.—William Keinenburg, Kenedy, J. O. Steiger, Runge, Tex., and Charles Kissler, Hallettsville, Tex., will erect hotel in connection with bathhouse at hot mineral well; 20 rooms.

Tex., Ranger.—J. S. M. Realty Co. is having plans prepared for office building, apartment-house and hotel. (See Bank and Office.)

Va., Alexandria.—McPherson Company inctd. with \$500,000 capital by H. Rozier Dulaney, Jr., Pres.; George C. Minnigerode, Secy.; William B. Mason, 1217 Connecticut Ave. N. W.; Joseph N. Thompson; all of Washington, D. C.

### Miscellaneous.

Ark., Glenwood.—Clubhouse.—Caddo Club plans to erect building; cost \$6,000.

Ga., Elberton.—Memorial.—Sailor & Soldier Memorial Assn., W. O. Jones, Chmn., will erect auditorium as memorial.

Ga., Moultrie.—Clubhouse.—Moultrie Country Club will erect clubhouse to replace structure noted damaged by fire at loss of \$5,000; swimming pool in connection.

La., New Orleans.—Clubhouse.—Southern Yacht Club, John Legier, Jr., Chmn., Building Committee, will erect clubhouse on Lake Pontchartrain; tentative plans by Capt. Rathbone E. de Buys, New Orleans, include structure 300x100 ft., extending over lake; main floor, surrounded by galleries 40 ft. wide, will be divided into lounging-rooms, assembly hall 44x88 ft., club office, cloakroom, cafe, crew's grillroom 17x29 ft., service department 44x50 ft.; dining-rooms in shed-covered and screened galleries also on first floor; on second floor will be bachelors' quarters, 18 bedrooms, each 11x17 ft., with individual lavatories and baths, and 21 other bedrooms with common bath and lavatory department; on top floor will be regatta committee's rooms 24x45 ft., dormitory 32x45 ft., lounging-room 48x24 ft.; signal tower above; basement will contain heating plant, power plant, refrigerating plant, electric-lighting plant, shower baths, locker-rooms, etc.; breakwater of pilings, stringers, etc., extending 900x300 ft., then turn shoreward 750 ft., connecting with automobile approach; construct walks on harbor bulkhead with railings, pavilions in 3 corners and walk connecting with clubhouse; cost \$2,900,000. (Lately noted.)

Md., Timonium.—Exhibit Building.—Maryland State Fair and Agricultural Society, Louis McL. Merryman, Pres., Cockeysville, Md., has plans by Mottu & White, 324 N. Charles St., Baltimore, for exhibit building; 1 story; 50x50 ft.; concrete; cost \$10,000; architect will call for bids in spring. (Lately noted.)

Md., Towson.—Orphanage.—St. Vincent's Male Orphan Asylum, Adam Deupert, Pres., Board of Managers, will rebuild main building noted damaged by fire at loss of \$75,000.

Mo., Enon.—Sheds, etc.—Theodore Erhart

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

will erect lumber sheds; also erect \$3000 residence.

Okla., Oklahoma City.—Fair.—State Fair Assn. is considering erecting liberal arts building at fair grounds.

Tex., Fort Worth.—Memorial.—Roosevelt Memorial Assn. is having plans prepared by F. C. and C. M. Davis, Fort Worth, for lately-noted building to hold war relics; 40x60 ft.; white stucco and marble; red tile roof; probably cement floor; heating and lighting not decided; ornamental sidewalks (suggestions desired); cost \$10,000; contract let about March 15. Address G. A. Godfrey, care of King Candy Co., Fort Worth. (See Machinery Wanted—Wall Cases.)

W. Va., Keyser.—Music Hall.—First National Bank will erect building to replace music hall. (Lately noted damaged by fire.)

### Railway Stations, Sheds, Etc.

Ark., Mena.—Kansas City Southern Ry., J. M. Weir, Ch. Engr., Kansas City, Mo., has plans for passenger station.

Ark., Texarkana.—Southwestern Gas & Electric Co., W. L. Wood, Jr., Mgr., will rebuild car-barns and shops lately noted damaged by fire at loss of \$75,000 to \$100,000.

Ga., Savannah.—Seaboard Air Line Ry., W. D. Faucette, Ch. Engr., Norfolk, will rebuild terminals lately noted damaged by fire at Hutchinson Island.

Mo., Kansas City.—Interurban Central Passenger Station Co., C. C. Peters, Prest., is having plans prepared by Wight & Wight, First National Bank Bldg., Kansas City, for interurban passenger terminal at 10th and McGee Sts.; 132x200 ft.; 6 to 10 stories; steel or reinforced concrete; 2-story waiting-room lobby; all other floors offices; ground floor to contain several stores; cost \$1,500,000. (Previously noted.)

Tex., Sherman.—Reed Markham will remodel building at Travis and Lamar Sts., for Texas Electric Ry. Co., B. H. Hart, Engr. of Maintenance and Way; stucco; rearrange first floor; second floor for office, lounging-room, showers, lockers; construct wooden awning on front of building; cost \$5000.

### Schools.

Ala., Albany.—City Board of Education plans to erect \$150,000-school building.

Ala., Florence.—Board of Education, F. T. Appleby, Chrmn., is having plans prepared by Geo. D. Waller, Florence, for 2 school buildings to cost \$35,000 and \$30,000, respectively; brick; composition roofs; wood floors; vapor-steam heat; ready for bids about March 8. Address Archt. or Mr. Appleby. (Previously noted.)

Ark., Jonesboro.—State Agricultural School, V. C. Kays, Prest., plans to erect Y. M. C. A. building.

Ark., Winslow.—Winslow Special School Dist. No. 29 will soon open bids to erect building 62x76 ft.; ordinary brick construction; metal roof; wood floors; cost about \$10,500; Jas. H. Bliss, Archt., Little Rock. (Previously noted.)

Fla., Graceville.—School Board will erect school building to replace structure recently damaged by fire; considering election on \$15,000 bonds.

Fla., Melbourne.—Brevard County School Board, S. J. Overstreet, Supt., Titusville, Fla., rejected bids to erect school building; plans by A. E. Lewis, Miami; call for 2 stories; 183x80 ft., with auditorium extension, 54x72 ft.; reinforced concrete, frame and hollow tile; gypsum partitions; built-up asbestos and asphalt-composition roof; cement-floor

construction except classrooms, which will be wood over concrete; steam heat; city electric lighting; cost \$60,000. (Previously noted.)

Fla., Palatka.—Board of Public Instruction has plans by Mark & Sheftall, Clark Bldg., Jacksonville, for school building. (Lately noted.)

Ga., Oglethorpe.—Oglethorpe University, Thornwell Jacobs, Prest., will erect memorial library building on campus; 3 stories; cost about \$50,000.

Ky., Hickman.—School Board will erect auditorium to Hickman High School; cost \$5000.

Ky., Bowling Green.—Board of Education petitioned city council to call election on \$60,000 bonds to erect high-school building.

Ky., Pine Mountain.—Pine Mountain Settlement School will erect boys' dormitory; cost \$3000; contract at once.

La., Baton Rouge.—School Dist. No. 12, East Baton Rouge Parish, voted \$75,000 bonds to erect and equip school building at Istrouma, cost \$60,000; Montecino, cost \$5000, and Scotland, cost \$10,000; W. B. Hatcher, Parish Supt. of Schools, Baton Rouge. (Lately noted.)

La., Tibodaux.—Lafourche Parish School Board formed Special School Dist. No. 8 and will call election about March 24 on \$30,000 bonds to improve schools; W. S. Lafargue, Supt. of Schools.

Md., Salisbury.—County School Board plans to erect high-school building at Delmar; 6 rooms; 2 stories; cost \$25,000.

Mo., Columbia.—Knights of Columbus will erect Students' Home at University of Missouri; 25 rooms, including clubroom, ballroom, bowling alley, billiard rooms, banquet hall, etc.; cost \$40,000 to \$50,000.

Mo., Florissant.—Sisters of Loretta will rebuild Loretta Academy lately noted damaged by fire; cost \$50,000.

Mo., Galena.—Galena School Dist. voted \$12,000 school-building bonds. Address Dist. School Commrs.

Mo., Independence.—Board of Education, Ruben Shrout, Prest., R. F. D., Independence, rejected bids and will soon call for new bids to erect school near Independence; 1 story and basement; 36x36 ft.; brick and hollow tile; shingle roof; cost \$5000. (Previously noted.)

N. C., Charlotte.—School Board, John B. Ross, Chrmn., Building Committee, will have plans revised by J. F. Leitner, Healy Bldg., Atlanta, for high-school building; cost not more than \$135,000. (Previously noted.)

N. C., Stantonburg.—Stantonburg School Dist. voted \$25,000 bonds to erect high school; Jno. R. Dildy, Clerk, Wilson County Commrs., Stantonburg. (Lately noted.)

Okla., Durant.—Board of Education will erect high-school building to cost \$120,000; construction begins in spring. Address Geo. C. Rorie, 111 N. 6th St., Durant. (Lately noted to call election on \$100,000 bonds.)

Okla., Drumright.—Board of Education is having plans prepared by Stewart & Lambert, 1213 State Bank Bldg., Drumright, for school building; 1 story; brick and stone; cost about \$25,000. (Lately noted.)

Okla., Ehid.—School Board will soon call election on \$260,000 bonds to erect \$110,000 grade-school building to replace Garfield School; \$110,000 addition to high school and \$40,000 grade school. (Lately noted considering issuing \$100,000 bonds.)

Okla., Muskogee.—School Board plans to issue about \$100,000 school-building bonds.

Okla., Okmulgee.—City voted \$215,000 bonds to erect 3-story vocational high school and

4-room addition to grade school in 2d ward. Address The Mayor. (Lately noted.)

Okla., Oklahoma City.—University of Oklahoma is reported to erect \$75,000-library building.

Okla., Pauls Valley.—Board of Education is having plans prepared by J. Hicks, 19½ W. Main St., Oklahoma City, for high school; 2 stories; 72x112 ft.; reinforced concrete and brick; cost about \$55,000. (Previously noted.)

Okla., Yale.—Board of Education is having plans prepared by Tonini & Brambler, Terminal Bldg., Oklahoma City, Okla., for high and ward schools; brick and stone; cost \$75,000 and \$250,000, respectively.

Tenn., Lexington.—Henderson County School Board plans to erect high-school building; bill providing \$50,000 bond issue pending in Legislature. (Lately noted.)

Tenn., Memphis.—Board of Education is considering issuing \$2,000,000 school bonds.

Tenn., Nashville.—Alumni Assn. of Vanderbilt University will erect memorial hall; contain assembly hall, club and faculty rooms, gymnasium, swimming pool, etc.

Tex., Alpine.—Board of Regents of State normal colleges, Austin, will have plans revised and call for bids about March 29 to erect proposed Sul Ross Normal College, Thomas J. Fletcher of University of Texas, Supt.; cost \$200,000.

Tex., Dallas.—Board of Education, C. M. Moore, Secy., 408 City Hall, receives bids until March 14 for general work, plumbing, sewerage, gas fitting, heating, ventilating and electrical work for addition to lately noted Oak Cliff High School; plans and specifications at office Wm. B. Ittner, Archt., Board of Education Bldg., St. Louis, and Mr. Moore as above; plans include 15 classrooms, auditorium with seating capacity of 1800, art rooms, music rooms, rest rooms, lunchroom, etc.; cost \$200,000. (See Machinery Wanted—Heating and Ventilating; Plumbing; Electrical Work.)

Tex., El Paso.—School Board is receiving estimates from local architects for erection of 13-room 1-story school building on block bounded by Florence, 8th, 9th and Ochoa Sts.

Tex., Perry.—Perry School Dist. voted \$12,500 to erect school building. Address Dist. School Trustees.

Va., Berryville.—Frederick County School Board, Leslie Kline, Supt., Winchester, Va., has plans by A. J. Klinkhart, 826 Potomac Ave., Hagerstown, Md., for addition to school; 2 stories and basement; 45x60 ft.; brick; cost \$20,000; construction by owner, who will take bids on separate contracts about April. (Previously noted.)

Va., Norfolk.—School Board has \$300,000 appropriation to erect schools as follows: 2-story, 16-room fireproof building in Colonial Place; 2-story, 12-room fireproof building at Lamberts Point; 12-room annex to Lott Carey School; 4-room addition at Walter Herron Taylor School; Richard A. Doble, Division Supt. (Previously noted.)

Va., Pungo Station.—Geo. W. Land, Jr., Chrmn., Building Committee, Princess Anne, Va., R. F. D., receives bids until March 15 to erect graded-school building near Pungo Station; plans and specifications at office Mr. Land.

Va., Truxton.—Government will erect school building; probably 12 rooms; H. A. Hunt, Supt. of Public Schools.

### Stores.

Ark., Fort Smith.—L. Elison will remodel building at 413 Garrison Ave.



Md., Baltimore.—George Wessel, 614 N. Dinkeland St., is reported to erect store and dwelling at Popular Grove St. and Western Maryland Ry.; 30x52 ft.; Carey roof; steam heat; cost \$5000; plans and construction by owner.

Md., Funkstown.—Fred J. Mack, Negley Bldg., Hagerstown, Md., is drawing plans for store and apartment building; 2 stories; 44x50 ft.; concrete blocks; cost \$5000.

Md., Linthicum Heights. — Linthicum Heights Realty Co., care of Sweetzer Linthicum, 200 St. Paul St., Baltimore, is having plans prepared for alterations to store and apartment building; 2½ stories; frame; cost \$12,000; construction by owner, who will receive bids on separate contracts about March 1.

Md., Myersville.—Cyrus Flook is having plans prepared by A. J. Klinkhart, 826 Potomac Ave., Hagerstown, Md., for store building to replace burned structure; probably brick; cost \$7000.

Miss., Clarksdale. — John E. Sommers of Sommers Hardware Co. is having plans prepared for store building; 2 stories; 70x100 ft.

Miss., Pass Christian.—W. D. Robinson will erect brick store building on Davis Ave.

Mo., Kansas City.—B. Albun is having plans prepared by A. B. Anderson, 818 New York Life Bldg., Kansas City, for store building; 1 story and basement; 34x76 ft.; brick; stone trim.

Mo., Kansas City.—Thomas B. Gilchrist, 1935 Independence Ave., will erect store building; 1 story and basement; 4 stories; brick; stone trim; composition roof; cost \$7500; construction by owner.

Mo., St. Louis.—Sam Hamburg, Jr., care Rozenbaum Hauschulte Real Estate Co., 2407 N. Broadway, is reported having plans prepared by Kennerly & Steigmeyer, 505 Benoist Bldg., St. Louis, for store and apartment building on Washington St. near Grand Ave.; brick and reinforced concrete; composition roof; 5 stories; cost \$200,000; construction by owner; day labor; will receive bids about March 1.

N. C., Elkins.—Simpson Brothers will erect brick business building on Main St.

Okla., Ardmore.—G. W. Phillips will erect brick building on W. Broadway.

Okla., Cushing.—W. J. A. Meyer, Hannibal, Mo., is having plans prepared by E. O. Brostrom, Reliance Bldg., Kansas City, Mo., for remodeling store building to be leased by Lutz-Sitterly Dry Goods Co.; cost \$4000; lessee will receive bids.

Okla., Muskogee.—J. A. Dickman will erect brick building on W. Broadway; cost \$4900.

Okla., Oklahoma City.—J. D. Mann will erect 1-story brick business building; cost \$5000.

Tex., Breckenridge.—J. J. Taylor has plans by R. S. Glenn, Cisco, Tex., for 3-story stone building; cost \$30,000.

Tex., Dallas.—I. E. Rose will erect brick building on S. Ervay St.; cost \$12,000.

Tex., Orange.—Mrs. Mary Sherman Petty, Mansfield, La., will remodel building at Front and 5th Sts.; plate-glass front; steel ceiling; walls plastered and papered; stucco exterior; painting, etc.; electric lighting; cost about \$6500; corner to be occupied by D. Mossiker, gents' furnishings (fixtures needed); 2 other storerooms to be occupied by drug store and gents' furnishings store; bids opened Feb. 25. Address W. R. Griffin, Archt., Orange. (Late-ly noted.)

Va., Bristol.—J. D. Mitchell purchased Susong Building and will improve; 3 stories; install steam-heating plant; convert third floor into auditorium.

Va., Norfolk.—Pender Grocery Co., David Pender, Prest., 310-12 Granby St., is having plans prepared by Neff & Thompson, Seaboard Bldg., Norfolk, for store building in Larchmont; probably brick; cost \$15,000.

### Theaters.

La., Thibodeaux.—L. Falgout will remodel Raceland Theater.

Mo., St. Louis.—M. J. Nash, Jefferson and Howard Sts., has plans by Kennerly & Steigmeyer, Benoist Bldg., St. Louis, for addition and alterations to theater building; 2 stories; 68x12 ft.; brick and reinforced concrete; composition roof; cost \$6000.

N. C., Wilson.—Dr. L. V. Grady is having plans prepared by S. B. Moore, Wilson, for addition to opera-house; 50x110 ft.; brick. (Late-ly noted.)

Okla., Enid.—Grant H. Harryman will erect moving-picture and vaudeville theater on Independence St.; 50x150 ft.; brick; tile roof; wood floors; cost \$50,000; construction begins about July; other details not determined. (Late-ly noted.)

W. Va., Elkins.—Grand Theater, R. H. Talbott, Mgr., will reconstruct theater; front lobby, including floors, will be finished in marble and plate glass; provide additional exits; remodel interior, including balcony, side boxes, fireproof machine room; erect new stage, equip with asbestos curtains; Ekins Monumental Works has contract for marble work.

## BUILDING CONTRACTS AWARDED

### Apartment-Houses.

Ga., Atlanta.—King Bailey let contract to G. R. Bond, Atlanta, to erect apartment-house; 2 stories; brick veneer; cost \$12,500.

Md., Mt. Washington.—Miss Campbell let contract to J. J. O'Connor, 32 Knickerbocker Bldg., Baltimore, for converting residence, previously noted damaged by fire, into apartment-house; George R. Callis, Jr., Archt., 55 Knickerbocker Bldg., Baltimore.

Va., Danville.—Flora & Weber, Arcade Bldg., Danville, have contract to remodel Spencer-Clark tenement at Ridge and Main Sts.; 2 stories; enlarge from 4 to 12 apartments; heat; electric lights; plumbing; construction begun; cost \$19,000. (Late-ly noted.)

### Association and Fraternal.

Md., Aberdeen. — National Catholic War Council let contract to Northeastern Construction Co., 225 5th Ave., New York, to erect visitors' house and dormitory at Aberdeen Proving Grounds; 136x96 ft., irregular; frame; slate-surfaced shingle roof; wood floors; low-pressure steam heat; cost \$65,000; F. B. and A. Ware, Archts., 1170 Broadway, New York. (Late-ly noted.)

### Bank and Office.

D. C., Washington.—International Association of Machinists, Wm. H. Johnson, Emmet C. Davison and Harry J. Carr, trustees in charge of construction, let contract to R. P. Whitty Co., 412 Union Trust Bldg., Washington, to erect building at 9th St., and Mt. Vernon Place; 68x100 ft.; 7 stories and basement; fireproof; steel frame; modulating steam-heating system; 2 high-speed elevators; first floor for stores; cost \$300,000; Milburn, Heister & Co., Archts., Union Savings Bank Bldg., Washington. (Previously noted.)

Mo., St. Louis.—Famous-Barr Co. let contract to S. Helton, 619 Locust St., St. Louis, to alter store and office building. (See Stores.)

### Warehouses.

Ga., Vidalia.—Vidalia Tobacco Warehouse Co. opens bids about April 1 to erect tobacco and cotton warehouse; 100x200 ft.; fireproof; metal roof; concrete floor; electric lighting; cost \$8000; plans ready within 10 days. (Late-ly noted.)

Ky., Morganfield.—R. M. Young and T. S. Waller, Jr., plan to erect loose-leaf tobacco warehouse.

N. C., Asheville.—S. Sternberg Co. will erect warehouse; 127-ft. frontage; fireproof; brick and concrete; cost \$8000.

Okla., Muskogee.—W. D. Hume will erect brick warehouse on 10th St.; cost \$10,000.

S. C., Kingstree.—W. K. McIntosh, E. J. Hester and E. C. Burgess open bids March 1 to erect tobacco warehouse on Main St.; 40x200 ft.; brick walls; tin roof; wood floor; electric lighting to be installed by company; cost \$6000 to \$7000. Address Mr. McIntosh, (Nelson Warehouse Co. late-ly noted to erect building.)

Va., Danville.—Jas. I. Prichett & Son, 213 Craighead St., are having plans prepared by J. E. Sirrine, Greenville, S. C., for storage warehouse; 2 stories; 50x100 ft.; brick and reinforced concrete.

Va., Lynchburg.—Lynchburg Tobacco Warehouse Co. organized with \$30,000 capital; will erect 2 warehouses near Pudding Swamp.

Miss., Quitman.—Quitman County Bank let contract to J. G. Estes to erect bank building; cost \$8000; Frank P. Gates, Archt., Clarksdale, Miss.

Okla., Nash.—Webb & Luther, Enid, Okla., have contract to erect bank building on S. Main St. 25x50 ft.; brick; 1 story; 16-year guaranteed roofing hardwood floors; cost \$3250.

Tex., Fort Worth.—Fort Worth State Bank, Marcus Bright, V.-P., let contract to remodel and enlarge bank building, Main and 13th Sts.; 18x90-ft. addition; add 4 cages; construct vault system in basement; providing lobby and private booths; install marble, bronze and mahogany fixtures, etc.; cost \$10,000.

Va., Portsmouth.—Dr. J. L. McGriff has plans by Harvey S. Abrames, Arcade Bldg., Norfolk, for addition to office building; 1 story; 20x40 ft.; cost \$5000; architect taking bids on separate contracts.

### Churches.

La., Pineville.—Baptist Congregation let contract to H. P. Chastang, Louisville, Miss., to erect building; cost \$25,000; Jas. E. Greene Archt., 1921 American Trust Bldg., Birmingham, Ala.; construction begins March 1.

N. C., Roxboro. — Building Com. Baptist Church let contract to John F. Reams, Roxboro, to erect pastor's dwelling; 2 stories; frame; asphalt shingle roof; cost \$5000; construction begins April 1. (Previously noted.)

### City and County.

Ga., Sandersville.—Jail.—Board of Commrs. of Roads and Revenue of Washington County, Dan C. Harris, Clerk, has plans by and let contract to Manly Jail Works, Dalton, Ga., to repair and erect extension to jail; cement floors; cost of building and cagework, \$2238. (Late-ly noted.)

### Dwellings.

Ala., Tuscaloosa.—Robert C. Allison let con-

tract to erect bungalow in Brownell Place; cost \$6000.

D. C., Washington.—Harry L. Light, 630 Quebec St., let contract to C. H. Small, Washington, to erect 6 dwellings, 936-46 Fourteenth St. S. E.; 2 stories; brick; cost \$12,000; W. R. Lamar, Archt., Washington.

Md., Baltimore.—Pimlico Development Co., 848 Equitable Bldg., let contract to H. M. Rinehardt, Baltimore, to erect 25 dwellings on Park Heights Ave., near Hayward Ave.; cost \$50,600; Stanislaus Russell, Archt., 2730 N. Calvert St., Baltimore.

Miss., Malvina.—W. T. Bush let contract to D. M. Crawford & Co., Memphis, to erect residence in country; brick veneer; tile roof; oak floors; hot-water heat; electric lighting; cost \$22,000; Frank P. Gates, Archt., Clarksdale, Miss. (Lately noted.)

N. C., Roxboro.—Dan Oakley let contract to John F. Reams, Roxboro, to erect dwelling; 1 story; frame; asphalt shingle roof.

Okla., Tulsa.—R. B. Price, 404 Commerce Bldg., let contract to A. T. Hingle, 420 First National Bank Bldg., Tulsa, to erect residence at 20th and Owassa Sts.; brick and stone; asphalt shingle roof; cost \$16,500; hot-water heat, \$120; L. E. Blue, Archt., Unity Bldg., Tulsa. (Lately noted.)

Okla., Tulsa.—John E. Rodgers, 536 Robinson Bldg., has plans by and let contract to Rodgers & Kuntz, 536 Robinson Bldg., Tulsa, to erect dwelling at 13th St. and Elwood Ave.; 32x42 ft.; frame; composition felt roof; white oak floors; electric lighting; cement sidewalks; cost \$7000; hot-air heat, \$300. Address omitted.

S. C., Greenville.—Ben Easley let contract to William Goldsmith Co., Greenville, to erect 2-story brick-veneer residence; cost \$8500.

S. C., Greenville.—C. N. Garing let contract to W. M. Jordan, Greenville, to erect dwelling.

S. C., Greenville.—Cagle Park Co. let contract to William Goldsmith Co., Greenville, to erect bungalow on Tidal Ave.; cost \$5000.

Tenn., Dyersburg.—E. M. King let contract to Samuel Winfield Bliven, Gordon St., Dyersburg, to rebuild dwelling; 15 rooms, 3 baths and 2 toilets; brick; white oak floors; hot-water heat; concrete sidewalks; redecorating, etc. (Previously noted damaged by fire.)

Tex., Dallas.—C. V. Compton let contract to S. J. Hurst, Dallas, to erect brick-veneer dwelling on Gaston Ave.; 10 rooms; 2 stories; cost \$10,000.

Tex., Dallas.—Mrs. E. T. Peters let contract to Gowins & Stearnman, Dallas, to repair residence on Pochontas St.; cost \$10,000.

Tex., Dallas.—R. L. Warren, Terrell, Tex., let contract to W. Whitley, Dallas, to erect residence on Beverly Drive; cost \$25,000; H. B. Thomson, Archt., Dallas.

Tex., Houston.—A. F. Kuhlman let contract to M. Wagenknecht, Houston, to erect frame dwelling; cost \$5800.

Tex., Matagorda.—Texas Gulf Sulphur Co. (New York office, 14 Wall St.) has plans by and let contract to J. G. White Companies, 43 Exchange Pl., New York, to build town to be known as Welfare Settlement, near mouth of Brazos River; plans call for community building and houses to accommodate 1500 families; heating, lighting and ventilation systems, hot and cold water, baths, sewage and drainage connections and water supply from artesian wells; R. W. Burrows, Resident Engr. for Texas Gulf Sulphur Co.

Tex., Marshall.—Mrs. J. Rogers let contract to D. S. Monroe, Shreveport, La., to erect brick residence at 601 W. Rusk St.; cost \$18,000.

### Hospitals, Sanitariums, Etc.

Okla., Oklahoma City.—Baptist Hospital is reported to have let contract to Manhattan

Construction Co., Oklahoma City, to erect addition to hospital at 6th and Fondulus Sts.; cost \$48,350. (Previously noted.)

Md., Baltimore.—H. Gamse & Bros. let contract to Melvor Construction Co., Fidelity Bldg., Baltimore, to erect addition to building, 417-19 E. Lombard Sts.; cost \$8000.

S. C., Anderson.—Dr. C. Singleton Breedin let contract to Building Lumber & Supply Co., Anderson, to remodel dwelling at North Ave. and Holly St. for annex to St. Mary's Hospital; frame, shingle roof; rift pine floors; hot-air heat; electric lighting; provide space for 8 additional beds, bath room, diet kitchen, reception hall, two laboratories, living apartments for interne; cost \$6000; Casey & Fant, Archts., Anderson. Address Dr. Breedin. (Lately noted.)

Tenn., Dyersburg.—Baird-Dulaney Hospital, Dr. E. H. Baird, Medical Supt., Geo. Johnson, Supt., let contract to Samuel Winfield Bliven, Gordon St., Dyersburg, to enlarge hospital building; improve front; add story; 40 rooms; accommodate 75 patients; concrete foundation; first floor, brick; second and third floors, hollow tile and stucco; one floor devoted to offices for staff of doctors; white oak floors; steam heat; electric lighting; concrete sidewalks; cost \$27,000, exclusive of electrical work, hardware, plumbing, heating and electric elevator, contracts for which were reserved; total cost about \$40,000; Mahan & Broadwell, Archts., Memphis. Address contractor. (Lately noted.)

### Hotels.

Tex., Millsap.—Acme Brick Co. has contract to erect hotel; brick and tile.

Va., Danville.—W. W. Lynn, Lynchburg, Va., let contract to Flora & Weber, Arcade Bldg., Danville, to complete 6 additional rooms in annex at Hotel Burton; construction begun.

### Miscellaneous.

Ga., Hogansville.—Community Building.—Hogansville Manufacturing Co. let contract to C. B. Meyers Construction Co., Atlanta, to erect community building; hollow tile and stucco; steam heat; cost \$65,000.

Md., Havre de Grace.—Dance Hall, etc.—F. Milton Carroll let contract to Melvor Construction Co., Fidelity Bldg., Baltimore, to erect dance hall and laundry; 2 stories; 60x80 ft.; brick; cost \$18,000; W. O. Sparklin, Archt., Fidelity Bldg., Baltimore; contractor will soon call for subbids on separate contracts.

### Schools.

N. C., Raleigh.—State School for Blind will complete buildings for which W. B. Barrow, Raleigh, has contract; 3 in process of construction to cost \$150,000; fireproof; brick and concrete; steam heat to cost \$50,000; electric lighting, \$3000; H. P. S. Keller, Archt., Raleigh; details relating to other buildings to be erected not determined. Address G. E. Lincherry, School for Blind, Raleigh. (Lately noted.)

Okla., Heavener.—Board of Education let contract to Green Construction Co., Miami, Okla., to erect building to replace structure previously noted damaged by fire; 1 story; 50x225 ft.; brick and stone; cost \$50,000. (Previously noted.)

Okla., Hooker.—Board of Education, G. E. Richard, Secy., let contract to E. Stadelin, Medford, Okla., to erect school building; 2 stories and basement; 54x93 ft.; brick and reinforced concrete; composition roof; pine and concrete floors; steam heat; cost \$40,000; Mann & Gerow, Archts., Hutchinson, Kan. (Lately noted.)

Tex., Millsap.—School Board let contract to Acme Brick Co., Millsap, to erect school building; hollow tile and brick.

Tex., Sinton.—County School Board, C. E. Wade, Supt., let contract to erect school building in Common School Dist. No. 2, 7 mi. from Sinton; 1 story; brick, tile and concrete; convert old structure into teacherage; Henry T. Phelps, Archt., San Antonio. (Lately noted.)

### Stores.

D. C., Washington.—International Association of Machinists let contract to R. P. Whitty Co., 412 Union Trust Bldg., Washington, to erect building; stores on first floor. (See Bank and Office.)

La., Alexandria.—B. Ginsberg let contract to Hudson Construction Co., Alexandria, to erect brick building; cost \$4500.

La., New Orleans.—Mrs. J. D. Martin let contract to J. G. Geary, New Orleans, to repair 3-story brick building on Canal St.; cost \$19,500.

La., Shreveport.—T. Notiti let contract to P. Martineau, Shreveport, to erect 2-story brick building on Texas Ave.; cost \$12,600.

Mo., Kansas City.—Mousley & Munz let contract to Joe Zwiegill, 302 Dunham Ave., Kansas City, to erect business building; 1 story; 23x132 ft.; cost \$7000.

Mo., St. Louis.—Famous-Barr Co. let contract to S. Helton, 619 Locust St., St. Louis, to alter store and office building; 6 stories; cost \$5000; J. D. Paulus, Archt., 4729 Northland St., St. Louis. (Lately noted.)

Okla., Bartlesville.—G. W. Halt let contract to A. L. McGregor, Bartlesville, to erect store building; 2 stories and basement; 25x50 ft.; brick; stone trim; composition roof; Walton Everman, Archt., Bartlesville. (Lately noted.)

S. C., Greenville.—J. I. Westervelt and Riverside Land Co. let contract to W. M. Jordan, Greenville, to repair building on Laurens St. lately noted damaged by fire; cost \$8000.

S. C., Greenville.—Eldred Department Store, S. B. Hagler, Local Mgr., let contract to W. M. Jordan, Greenville, to remodel building at 114-16 S. Main St.; 3 stories; install new front, fixtures, lighting, etc.; cost \$5000. (Lately noted.)

Tex., Fort Worth.—Mr. Edwards let contract to Muse & Gurley, Fort Worth, to repair brick building at 3d and Main Sts.; cost \$6400.

Va., Danville.—John L. and George Penn let contract to W. H. Dietrick, Danville, to erect 2 store buildings to replace burned structures.

Va., Norfolk.—Frank Rice, Virginia Beach, Va., has contract to erect addition to store building on Granby St.; 4 stories; Rapp & Mearling, Bank St., Norfolk, have contract for plumbing; cost \$9000.

### Warehouses.

Ark., Mena.—Contract let through Ben C. Eastin, Secy., Mena Commercial Club for sweet-potato warehouse; capacity 10,000 bu.

D. C., Washington.—H. M. Wagner, 1111 R St. N. W., and others let contract to C. H. Bohannon, Washington, to erect warehouse, 929 Golden St.; cost \$4000.

Ga., Douglas.—McLean & Ross let contract to Empire Construction Co., E. N. McEachren, Gen. Mgr., Douglas, to erect tobacco warehouse lately noted; frame; 120x250 ft. (See Machinery Wanted—Roofing; Skylights; Saw (Head-ink.)

Tex., Fort Worth.—Peden Iron & Steel Co. let contract to C. D. Hart, Fort Worth, to erect iron warehouse; cost \$10,000.

# MACHINERY, PROPOSALS AND SUPPLIES WANTED

**Alfalfa.**—O. E. Rubio, Apartado 1025, Havana, Cuba.—Prices on lucern (alfalfa), for delivery after March 1.

**Art Glass.**—See Building Material.—Curtis & McCrackin.

**Automobiles.**—See Machinery, etc.—N. G. Camilos & Co.

**Barrels (Knock-down).**—O. E. Rubio, Apartado 1025, Havana, Cuba.—Correspondence with exporters of take-down barrels, suitable for packing bottled beer, etc.

**Beltin.**—Piedmont Furniture Co., W. C. Edwards, Prest., Toccoa, Ga.—Prices on beltin.

**Boilers.**—See Building Material.—V. W. McLawler.

**Boiler.**—See Mining Equipment.

**Boiler.**—See Engine and Boiler.

**Boilers.**—Middletown Packing Co., C. C. Biser, Mgr., Middletown, Md.—Prices on boilers.

**Boiler (Portable).**—John G. Duncan Co., 308 W. Jackson Ave., Knoxville, Tenn.—Jobbers' prices, immediate shipment, on 30 H. P. vertical economic and locomotive portable boiler; second-hand, for 100 lbs. working pressure.

**Boilers (Steam).**—See Engines, etc.

**Box Machinery (Corrugated).**—E. A. Smith, North Central Ave., Tifton, Ga.—Prices on Machinery and material for manufacture of corrugated boxes.

**Bricks.**—Hazard Lumber & Supply Co., Hazard, Ky.—Addresses of manufacturers of bricks (within moderate shipping distance of Hazard preferred).

**Brick.**—See Building Material.—Curtis & McCrackin.

**Brick Machinery.**—Radford Supply Co., East Radford, Va.—Interested in prices on machinery to manufacture red-clay brick.

**Brick (Face).**—Curtis & McCrackin, Paris, Tex.—Prices and samples of face brick for dwelling at Honey Grove, Tex.

**Bridge Construction.**—Upshur County Court, Ernest Phillips, Clerk, Buckhannon, W. Va.—Bids until March 5 (change of date) to construct concrete bridge across Buckhannon River at Ours Mills; plans and specifications may be seen at office of County Clerk, Buckhannon.

**Bridge Construction.**—Yazoo County Commrs., S. S. Griffin, Clerk, Yazoo, Miss.—Will let contract March 3 to construct bridge in Beat 1; bids until March 3; plans and specifications on file with Board of Supvrs.

**Bridge Construction.**—Macon County Commrs., A. H. Perry, Clerk, Oglethorpe, Ga.—Bids March 11 (re-advertisement) to build bridge across Flint River; three 120-ft. steel spans, concrete floor, 4 reinforced-concrete piers, 1400 lin. ft. reinforced-concrete trestle approach and 54,000 cu. yds. earth fill; Garrett & Slack, Engrs., Montgomery, Ala.

**Building Material.**—Curtis & McCrackin, Paris, Tex.—Samples and prices on brick (gray vitrified preferred), terra-cotta, heating plant, art glass, seats and fixtures for \$35,000 church.

**Building Material.**—V. W. McLawler, 1714 W. Walnut St., Louisville, Ky.—Prices on building material, boilers, electrical equipment, seating, pipe organs, pulpit furniture, seating, choir chairs and lavatory equipment for church.

**Building Materials, etc.**—Popkin & Jenness, Architects, Rebold Bldg., Okmulgee, Okla.—Catalogs and samples of building materials, etc., for file.

**Cars (Automatic Aid-dump).**—Pennsylvania Equipment Co., Philadelphia, Pa.—Prices on ten 30 cu. yd., 50-ton capacity, steel automatic air-dump cars.

**Church Fixtures.**—See Building Material.—Curtis & McCrackin.

**Compressor.**—See Mining Equipment.

**Concrete Railway Tie Construction.**—Saxon Tie Co., Arkansas City, Kan.—Bids to manufacture reinforced concrete railway ties; for further details address the company.

**Cone Machinery (Ice Cream).**—Peerless Ice Cream Co., Winston-Salem, N. C.—Prices on machinery to manufacture ice-cream cones.

**Crane (Locomotive).**—Ingalls Iron Works Co., Birmingham, Ala.—Prices on new or second-hand locomotive crane, 20 to 30 tons capacity, with long boom, suitable for erecting structural steel.

**Drainage.**—Marks Drainage Dist. Commrs., Marks, Miss.—Bids for March 10 to construct drainage system; 100,000 cu. yds. floating dredge work; further information obtainable from W. A. Cox, Pres., Commrs., or from W. R. Wallis, Engr., Marks.

**Drainage.**—Commrs. Cow Castle Drainage Dist., Orangeburg County, W. H. Patrick, Chmn., Orangeburg, S. C.—Bids, care of Wolfe & Berry, Attys., Orangeburg, until March 27 on drainage construction to drain 40,000 acres; information relative to plans and specifications obtainable from Johnson & Johnson, Engrs., Marion, S. C.

**Drainage Construction.**—Drainage Commrs. Powder Springs Creek Dist. (R. D. Moon, O. B. Manning and W. L. Florence), Marietta, Ga.—Bids until March 4 to construct 10½ mi. of drainage canal 8 ft. deep; 279,851 cu. yds. excavation; plans and specifications on file with Clerk of Court.

**Dredging Machinery.**—Joe T. Cress, East Depot St., Concord, N. C.—Prices on second-hand dredge machine; from ¾ to 1½-yd. (Machinery only; not the hull.)

**Dryers (Brick).**—J. M. Ratledge, Pocomoke City, Md.—Addresses of manufacturers of brick dryers; wants data and prices on dryers with hot floor, exhaust steam, etc.

**Drying Machinery, etc. (Marl).**—Lee M. Bender, Martinsburg, W. Va.—Prices on drying and elevating machinery; for development of lime marl.

**Electrical Equipment.**—H. L. and W. A. Carver, Rougemont, N. C.—Bids on following new or second-hand equipment, shipment within 90 days: (a) 62½ K. V. A. generator, 2300-volt, 3-phase, 60-cycle, 1200 R., with exciter, base rails and pulleys; (b) alternator, 30 K. V. A., as above; (c) 10 H. P. and 5 H. P. induction motors, 550-volt for 1800 R., with pulley and switch, but no base rails; (d) 20 and 25 H. P. 550-volt motor at both 1200 and 1800 R., without base rails, but with pulleys and switch; (e) switchboard suited to following—generator and exciter panel and switchboard at station 1½ to 2 mi. from station; 10 100-watt street lights and 200 40-watt lens lights, all from 1½ to 2 mi. from station; transformer; 2 mi. 3 wiring, and transmission line hardware Nos. 6 and 8; also prices on 60 to 70 H. P. water-wheel under 20-ft. head, with governor, regular speed.

**Electric Fixtures, Wire, etc.**—Talbotton Electric Light Co., Talbotton, Ga.—Prices on electric fixtures, wire, etc.

**Electrical-generating Equipment.**—A-50, care of Manufacturers Record, Baltimore, Md.—Prices on second-hand equipment, comprising direct-connected engine, generator, boilers, boiler feed pump and vacuum pump;

capacity minimum load 800 H. P.; maximum load 1000 H. P.; first-class condition, recent design.

**Electric-light Plant.**—E. A. Smith, North Central Ave., Tifton, Ga.—Prices on small electric-light plant for factory and several small dwellings.

**Electrical Work.**—Board of Education, C. M. Moore, Secy., City Hall, Dallas, Tex.—Bids until March 14 for electrical work in \$200,000 addition to Oak Cliff High School.

**Elevating Machinery.**—See Drying Machinery, etc.

**Engine (Hoisting).**—Jewell Pyrites & Manganes Mining Co., Samson Smith, Mgr., Box 52, Mineral, Va.—Prices on hoisting engine. (See Mining Equipment.)

**Engines, etc.**—Arthur M. Loeb & Co., 33 Avenida Central, Panama (P. O. Box 235, Ancon, C. Z.).—Correspondence with manufacturers of following, with view to exclusive agencies for Panama, Central America, Peru and Bolivia: Engines (kerosene and crude oil); corrugated iron sheets; pipe; wire; nails; steel bars; tractors; steam boilers and engines; mining machinery; plantation machinery; railway equipment.

**Engine and Boiler.**—E. A. Smith, North Central Ave., Tifton, Ga.—Prices on small steam engine and boiler.

**Engine (Slide-valve).**—John G. Duncan Co., 308 W. Jackson Ave., Knoxville, Tenn.—Dealers' prices, for quick shipment, on 100 to 125 H. P., second-hand slide-valve engine; good condition.

**Fan (Exhaust).**—John G. Duncan Co., 308 W. Jackson Ave., Knoxville, Tenn.—Dealers' prices on 60-in., right-hand, pressed-steel, plate, planing-mill exhaust fan; 16-in. face, 14-in. diam., with piping and separator.

**Filter Machinery (Egg Case).**—Hickory Handle & Mfg. Co., Conover, N. C.—Prices on machinery to manufacture egg case filters.

**Filtration Plant.**—Clarksburg Water Board, S. G. Highland, Mgr., Clarksburg, W. Va.—Bids until Feb. 28 on filtration plant construction; will erect 20x25 ft. 1-story brick building with slate roof on steel frame; install filter equipment and piping.

**Fire Apparatus.**—City of Bluefield, W. Va., J. T. Akers, Recorder.—Bids until March 7 on triple combination fire apparatus hose wagon, chemical or booster pump of 600 or 700 gals. capacity; bids received on either capacity pump or both; all equipment guaranteed; early delivery.

**Flour-mill Machinery.**—Chas. W. Brownling, Mayor, Wytheville, Va.—Correspondence with manufacturers of flour-mill machinery; capacity 100 bbls.

**Garage Repair Equipment.**—McDaniel Auto Co., 318 W. California St., Oklahoma City, Okla.—Prices on automobile equipment.

**Generators (Acetylene).**—Percy A. Shaw, gasfitter, 1111 W. Third St., Little Rock, Ark.—Dealers' prices on acetylene generators for lighting country homes. (See Stoves and Lamps.)

**Graphophone Parts and Materials.**—J. C. Dellinger, 205 Gillespie St., Fayetteville, N. C.—Correspondence with manufacturers of tone arms, sound boxes and motors for graphophones; also with makers of built-up material in mahogany, for graphophone cabinets.

**Gravity Water Line.**—City of Winston-Salem, N. C., Jos. Firth, Commr. Public Works.—Bids until March 5 to ditch and lay 10,400 ft. 20-in. wood-stave pipe.

**Handle Machinery (Broom and Mop), etc.**—W. H. Berkhelmer Planing Mill Co., Corinth,



Miss.—Addresses of manufacturers of broom and mop-handle machinery and equipment.

**Heating and Ventilating.**—Board of Education, C. M. Moore, Secy., City Hall, Dallas, Tex.—Bids until March 14 for heating and ventilating in \$200,000 addition to Oak Cliff High School; plans and specifications at office Wm. B. Ittner, Archt., Board of Education Bldg., St. Louis, and Mr. Moore as above.

**Hardware, Paint.**—A. K. Aditya, 8-2 Hastings St., Calcutta, India.—Correspondence with manufacturers of hardware and paint; view to chief agencies.

**Heating.**—See Building Material.—Curtis & McCrackin.

**Household Fixtures, etc.**—R. Bailly, 6, Rue Mathurin Regnier, Paris, France.—Interested in following, view to representation: General fixtures for household use; articles connected with steam; catalogs from manufacturers of machines for making cushions of silk, mountain flax, cork, etc.

**Ice-cream Machinery.**—Columbia Creamery Co., 1216 Lady St., Columbia, S. C.—Receiving bids on ice-cream and refrigeration machinery.

**Ice Plant.**—W. H. Rukenbrod, 937 Renkert Bldg., Canton, Ohio.—Prices on complete equipment for ice plant, 20 to 25 tons capacity.

**Lavatory Equipment.**—See Building Material.—V. W. McLawler.

**Levee Construction.**—U. S. Engr., 519 Canal St., New Orleans, La.—Bids until March 1 to construct levee on Lower Tensas in Atchafalaya and Pontchartrain Dists.; 2,368,000 cu. yds. earth work; plans and specifications on file with U. S. Engr.

**Locomotives.**—U. S. Rail & Equipment Co., Suite 810, Bank of Commerce & Trust Co. Bldg., Memphis, Tenn.—Dealers' prices on 25-ton saddle-tank locomotive, standard gauge; 40-ton Heisler or Shay locomotive, in first-class condition. (Give full details.)

**Machinery, etc.**—N. G. Camilos & Co., 5, Rue Santarose, Athens, Greece.—Interested in following, view to representation: Heavy oil motors (stationary and marine); thin gasoline or gas motors; steam machines; water turbines; pumps; electrical machines; electric apparatus and accessories; automobiles; refrigerating machines; agricultural implements; woodworking machinery; lifts; heating apparatus (hot-air, etc.); also other machinery; send detailed catalogs with prices f. o. b. New York.

**Manufactured Products.**—See Metals, Hardware, etc.

**Manufactured Products.**—Dinanath Datta & Co., Tala, Calcutta, India.—Correspondence with manufacturers, view to direct representation or sole agencies, of American products.

**Manufactured Products.**—Jules Kempff, 62, Rue D'Hauteville, Paris, France.—Interested to represent American manufacturers and exporters in France and colonies.

**Merchandise.**—Mulders & Company, 25, Rue Grande Ourse, Antwerp, Belgium.—Interested in general merchandise, view to representation in Belgium and Holland.

**Metals, Hardware, etc.**—City Paper Mart, Tuticorin, Asia.—Correspondence with manufacturers of metals, hardware, sundries, piece goods and all manufactured goods; with view to representation.

**Mining Equipment.**—Jewell Pyrites & Manganes Mining Co., Samson Smith, V.-P. and Mgr., Box 52, Mineral, Va.—Prices on machinery for pyrites and manganese mining, including compressor, boiler, hoisting engine, pumps, pipe, tools, etc.

**Mining Machinery.**—Arthur M. Loeb & Co.,

33 Avenida Central, Panama (P. O. Box 235, Ancon, C. Z.).—Correspondence with manufacturers of mining machinery, view to representation. (See Engines, etc.)

**Motors.**—See Graphophone Parts and Materials.

**Motors (Gasoline or Gas).**—See Machinery, etc.—N. G. Camilos & Co.

**Motor (Electric).**—Sampson Power Co., Clinton, N. C.—Prices on 35, 40 or 50 H. P., 2200-volt, 60-cycle, 3-phase motor; second-hand.

**Motor Fire Trucks.**—City of Charlotte, N. C., F. R. McNinch, Purchasing Agent.—Bids until Feb. 27 for standard triple-combination hose and pumping-motor fire truck, capacity not less than 500 nor more than 900 gals. per minute, with complete equipment; also bids for another truck conforming to above specifications, on condition that bidder offers satisfactory price in exchange for one non-standard White combination chemical and hose motor car, in service 2 years.

**Motors (Electric).**—Middletown Packing Co., C. C. Biser, Mgr., Middletown, Md.—Prices on electric motors.

**Paving.**—Baltimore (Md.) Board of Awards, City Hall.—Bids until March 12 to grade and curb various streets included in following contracts: No. 152—37,250 sq. yds. sheet asphalt, 2685 sq. yds. vitrified block and 105 sq. yds. granite block redressed; No. 153—28,900 sq. yds. sheet asphalt, 2570 sq. yds. vitrified block, 400 sq. yds. granite block redressed and 2200 sq. yds. wood block; No. 154—31,100 sq. yds. sheet asphalt and 2370 sq. yds. vitrified block; No. 155—16,570 sq. yds. sheet asphalt, 120 sq. yds. granite block redressed and 1620 sq. yds. vitrified block; No. 156—14,000 sq. yds. sheet asphalt and 1000 sq. yds. vitrified block; No. 157—7030 sq. yds. cement concrete, 20 sq. yds. vitrified block and 40 sq. yds. wood block; all paving (except cement concrete) on concrete base; specifications and proposal sheets from Paving Commn., S. C. Rowland, Chrmn., 214 E. Lexington St.

**Paving.**—City Commrs., Allen J. Roulhac, Chrmn., Sheffield, Ala.—Bids until Mch. 18 to pave roadways, build curb, etc., where required, on certain portions of A, B, C, D and E Sts., Montgomery, Raleigh and Nashville Aves., with asphalt, bitulithic, brick or concrete; plans and specifications on file office of R. A. Chapman, City Engr.

**Paving.**—City of Winchester, Ky., S. B. Tracy, City Clerk.—To let contract March 7 for construction on West Broadway between Main and Maple Sts.; plans and specifications on file office of City Engr., where forms, etc., may be had.

**Paving.**—City of Athens, Ala., Ernest Hine, Mayor.—Bids until Feb. 28 to construct 79,000 sq. yds. of bituminous and plain macadam pavement, 47,000 lin. ft. curb and gutter, 3500 lin. ft. storm sewer; bids also asked on 17,600 sq. yds. brick, concrete or bituminous pavement, and 3825 lin. ft. curb and gutter, constructed under bidders' specifications.

**Pier and Bulkhead.**—Board of Awards, City Hall, Baltimore, Md.—Bids until March 5 to construct pier, 300 ft. long, 37 ft. wide; construct bulkhead 300 ft. long; plans and specifications on file with B. Powell Harrison, Harbor Engr., Broadway Pier.

**Piling (Creosoted).**—Panama Canal, A. L. Flint, General Purchasing Officer, Washington.—Bids until March 10 to furnish creosoted piling; information relating to circular (No. 1259) obtainable at this office or offices of Assistant Purchasing Agent, Panama Canal, Fort Mason, San Francisco.

**Pipe (Galvanized).**—Henry P. Thompson,

Mercantile Library Bldg., Cincinnati, Ohio.—Prices on 2500 to 3500 ft. 4-in. and 7000 ft. 2½-in. galvanized pipe; consider used pipe in good condition.

**Pipe Organs.**—See Building Material.—V. W. McLawler.

**Pipe (Wooden-stave).**—See Gravity Water System.—City of Winston-Salem, N. C.

**Plumbing.**—Board of Education, C. M. Moore, Secy., City Hall, Dallas, Tex.—Bids until March 14 for plumbing in \$200,000 addition to Oak Cliff High School.

**Press.**—Farm Canning Machine Co. (manufacturer of canning machines), J. E. Hall, Gen. Mgr., Meridian, Miss.—Prices on small press; second-hand preferred.

**Press (Drill).**—General Elevator Co., 107 S. 8th St., Baltimore, Md.—Prices on plain radial drill press.

**Presses (Hay).**—See Re-compressing Machinery.

**Pumps.**—Middletown Packing Co., C. C. Biser, Mgr., Middletown, Md.—Prices on pumps.

**Pumps.**—See Mining Equipment.

**Pumps (High Pressure; Low Pressure).**—Robey Tank Works, 2511 S. Robey St., Chicago, Ill.—Prices on one high-pressure and one low-pressure pump for operating hydraulic presses; 5000-lb. pressure.

**Pump (Plunger; Triples).**—L. G. Everist, Inc., Sioux City, Iowa.—Prices on single-acting triplex plunger pump.

**Railway Equipment.**—Arthur M. Loeb & Co., 33 Avenida Central, Panama (P. O. Box 235, Ancon, C. Z.).—Correspondence with manufacturers of railway equipment, including rails, cars, locomotives, etc., with view to representation. (See Engines, etc.)

**Re-compressing Machinery.**—H. M. Hobbie Grocery, Montgomery, Ala.—Addresses of manufacturers of machinery for re-compressing hay for export.

**Road Construction.**—Fulton County Commissioners of Roads and Revenues, C. M. Holland, Purchasing Agent, 507 Courthouse, Atlanta, Ga.—Bids until Mch. 15 to pave following: Paces Ferry Rd., 34,000 sq. yds.; Marietta Rd., 26,000 sq. yds.; Cascade Ave. and Gordon St., 30,000 sq. yds.; Cascade Ave. from Sewell Rd. to Fairburn Rd., 27,000 sq. yds.; Hapeville Rd., 26,000 sq. yds.; concrete, bituminous concrete, vitrified brick, or patented pavement, such as vibrolithic or bitulithic; further information with Purchasing Agent.

**Road Construction.**—Randolph County Court, Elkins, W. Va.—Bids until Mch. 3 to construct about 23 mi. of road; plans and specifications on file; F. A. Parsons, County Road Engr., Elkins.

**Road Construction.**—Suwanee County and State Road Dept., Wm. F. Cocke, State Road Commr., Tallahassee, Fla.—Bids to construct 11-mi. sand-clay surface road, 20 ft. wide; State Road No. 1, between Live Oak and Suwanee River; bids opened Feb. 27.

**Road Construction.**—Harrison County Commrs., Clarksburg, W. Va.—Bids until March 20 to construct 9½ mi. of road costing \$1100; plans and specifications on file with J. James Crews, County Clerk.

**Road Construction.**—Caddo Parish Police Jury, W. T. Crawford, Pres., Shreveport, La.—Bids until March 13 to construct 25,000 sq. yds. asphaltic concrete pavement and 14,000 lin. ft. concrete header, on Arkansas Line Road; specification forms, plans, etc., on file office of L. T. Gilmer, Parish Engr., Box 772, Shreveport.

**Road Construction.**—City of Caruthersville, Mo.—Bids to construct 8600 sq. yds. of vibrolithic paving and curbing; bids opened Feb.

24; plans and specifications on file with F. C. Dwiggin, City Engr., and J. M. McGinnis, City Clerk.

**Road Construction.**—Norfolk County Commission of Roads and Bridges, 414 New Kirm Bldg., Portsmouth, Va. — Bids until March 3 to construct section of Willoughby Road; 18,000 sq. yds.; concrete; plans and specifications on file with Commission; R. B. Preston, Engr., Portsmouth.

**Road Machinery.** — Pushmataha County Commrs., J. E. Attaway, County Clerk Antlers, Okla.—Prices on road machinery, including tractor, grader, etc.

**Roofing.**—Empire Construction Co., R. N. McEachren, Gen. Mgr., Douglas, Ga.—Prices on 350 squares 3-ply roofing for tobacco warehouse.

**Saw (Heading).**—Empire Construction Co., R. N. McEachren, Gen. Mgr., Douglas, Ga.—Prices on heading saw to cut heads for tobacco hogsheds 46 to 48 inches in diameter.

**Sawmills (Portable).** — R. P. Johnson, Wytheville, Va.—Dealers' prices on small second-hand portable sawmills (without power preferred); capacity 6000 to 10,000 ft. daily; state equipment, make, size, shop number, condition.

**Seating.**—See Building Material.—V. W. McLawler.

**Seating.**—See Building Material.—Curtis & McCrackin.

**Sewer Construction.**—City Commrs., A. J. Roulhac, Chmn., Sheffield, Ala.—Bids until Feb. 19 to construct storm-water sewers in Storm Sewer Dists. 1, 2, 3 and 4; plans and specifications on file office of R. A. Chapman, City Engr.

**Sewer Construction.** — M. E. Newsom, Mayor, and Board Aldermen, Durham, N. C. Bids until Feb. 10 to construct vitrified pipe sanitary sewers, consisting of Alston Ave. outfall, 11,150 ft. 12-in. and 936 ft. 8-in.; 2760 ft. 8-in. Main, Morris, Watkins and Spring Sts.; 8400 ft. 6-in. house connections; Neuse River outfall, 12,100 ft. 24-in.; plans and specifications at office of H. W. Kueffner, City Engr.

**Sewer Construction.**—City of Athens, Ala., Ernest Hines, Mayor.—Bids until Feb. 28 to construct 3500 ft. storm sewer. (See Paving.)

**Shafting and Pulleys.**—Middletown Packing Co., C. C. Biser, Mgr., Middletown, Md.—Prices on shafting and pulleys.

**Sheller (Peanut).** — E. A. Smith, North Central Ave., Tifton, Ga.—Prices on machines for shelling peanuts.

**Scraper and Brush (Boiler Flue).**—White Furniture Co., Mebane, N. C.—Prices on scraper and brush for 4-in. boiler flues.

**Shoe Machinery.** — Byron Shoe Mfg. Co., Roger Hershey, Mgr., care of Hagerstown Shoe & Pegging Co., Hagerstown, Md.—Prices on shoe machinery.

**Shutters (Steel or Iron).**—Jas. H. Williams, County Clerk, Ashdown, Ark.—Prices on steel or iron fireproof shutters for vault windows.

**Skylights.**—Empire Construction Co., R. N. McEachren, Gen. Mgr., Douglas, Ga.—Prices on skylights for tobacco warehouse.

**Slotter.**—General Elevator Co., 107 S. 8th St., Baltimore, Md.—Prices on good used keyway slotter.

**Staves and Heading.**—See Barrels.

**Stave Machinery.**—John G. Duncan Co., 308 W. Jackson Ave., Knoxville, Tenn.—Dealers' prices on second-hand tight-barrel stave saw and other machinery for making oil-barrel staves.

**Steam Fixtures.**—See Household Fixtures, etc.

**Steel Bars, Iron Sheets, etc.**—See Engines, etc.

**Steel Pipe, Tubes, etc.**—Panama Canal, A. L. Flint, General Purchasing Officer, Washington.—Bids until Feb. 5 to furnish steel pipe, tubes and tubing, valves, cocks, bends, tees, traps, hubs, pipe fittings, thimbles, saws, boxes (safe deposit), laboratory equipment, horns, bricks, thermometers, plugs, gloves, packing, fasteners, paper, bands (rubber); information relating to circular (1258) obtainable this office or offices of Asst. Purchasing Agent, Panama Canal, Fort Mason, San Francisco.

**Stoves and Lamps (Gas), etc.**—Percy A. Shaw, gas fitter, 1111 W. 3d St., Little Rock, Ark.—Dealers' prices on gas stoves and appliances; gas lamps and mantles; acetylene generators for lighting country homes.

**Straightening Machine (Rail).**—Morrison & Risman, Buffalo, N. Y.—Dealers' prices on second-hand rail-straightening machine, capacity to handle rails up to 100 lbs. per yard.

**Straightening Machine (Rail).**—U. S. Rail & Equipment Co., 840 Bank of Commerce & Trust Co. Bldg., Memphis, Tenn.—Prices on new or second-hand electric rail straightener.

**Tank and Tower.**—Dickson Car Wheel Co., Houston, Tex.—Prices on 30,000 capacity steel tank on 160-ft. steel tower; new or second-hand, first-class condition.

**Tanks.**—Valley Mills, Barboursville, W. Va. Prices on 2 tanks, 5000 to 10,000 gals. capacity.

**Trucks and Trailers.**—J. C. Kennedy, Room 10, Maxwell Bldg., Anderson, S. C.—Prices on motor-dumping truck to be used in quarry, and for transportation of stone and gravel; 2-ton capacity; also automatic-dumping trailers.

**Trailer Wagon (Drop-frame).**—J. De Kaiser, Box 145, Wilkinsburg, Pa.—Addresses of manufacturers of drop-frame trailer wagons, suitable for transporting portable gasoline-electric sets for electric lighting.

**Trucks (Factory).** — Piedmont Furniture Co., W. C. Edwards, Pres., Toccoa, Ga.—Prices on factory trucks.

**Tubes (Boiler).**—Albert G. Olsen, Bottineau, N. Dak.—Addresses of manufacturers of or dealers in boiler tubes.

**Wall Cases.**—G. A. Godfrey, care of King Candy Co., Fort Worth, Tex.—Prices on wall cases or cases suitable for holding relics.

**Water-wheel.**—H. L. and W. A. Carver, Rougemont, N. C.—Prices on water-wheel, capacity 60 to 70 H. P. under 20-ft. head, good governor, for regular speed. (See Electrical Equipment.)

**Well-drilling Equipment.**—Swan Oil & Gas Co., Standard Bank Bldg., Maysville, Ky.—Prices on standard drilling rigs.

**Well-drilling (Oil) Machinery.**—C. O. Vantresco, 310 American Bank Bldg., Nashville, Tenn.—Data and prices on new or second-hand oil-well rotary drilling machines; for operation in Texas.

**Woodworking Machinery.**—Hickory Handle & Mfg. Co., Conover, N. C.—Interested in machinery to manufacture chicken coops and boxes.

## Railroad Construction

### Railways.

**Md., Sparrows Point.**—Central Construction Corp., Eutaw and Franklin Sts., Baltimore, has contract for extension of United Railways & Electric Co.'s line about 1 mi. to shipyards at Sparrows Point; work in progress.

**Okla., Tulsa.**—Surveys are being made for a contemplated extension of the Oklahoma Union Traction Co. from Tulsa via Owasso, Collinsville, and Oologah to Nowata, about 45 mi.; progress is also being made on plans for the line from Tulsa to Okmulgee, 35 or 40 mi.; G. C. Stebbins and others of Tulsa, are interested.

**Tex., Burkeville.**—Burkeville Rwy. Co. is reported organized to build a line from Burkeville to Wiergate, about 3 mi.; E. F. Montgomery is Pres.; J. F. Woods, 1st V.-P.; Kin Jackson, 2nd V.-P.; L. C. Woods, Treas., and J. M. Natipn, Secy.

**Tex., Dallas.**—Several bankers and business men of Dallas and Wichita Falls, Tex., are contemplating construction of an electric interurban railway between the two cities, about 125 mi.; engineers are preparing estimates; Dallas Chamber of Commerce may be able to give information.

**Tex., Eastland.**—Eastland, Wichita Falls & Gulf Railroad Co. is asking for bids to build 7 mi. of line from Eastland to Mangum, Tex. Office at Eastland. O. B. Colquitt is Pres., and C. H. Chamberlin, Ch. Engr.

## INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest, are invited from our readers whether they are advertisers or subscribers or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

### Reopened His Office.

James E. Greene, architect, 1921 American Trust Bldg., Birmingham, Ala., after having had his office closed for some time on account of the war, has reopened at this address.

### Larger Quarters Required.

The Eastern branch of the Independent Pneumatic Tool Co. in New York will be moved from 170 Broadway into larger quarters at 1463 Broadway, at 42nd St., on March 1, this change being necessary on account of the company's increased business in the eastern part of the country.

### District Office in New Quarters.

The Chicago Pneumatic Tool Co. announces the removal of its Cleveland District Office from Room 813 to Rooms 406-408 Engineers' Bldg., on March 1. These new headquarters

will provide excellent facilities for giving the best possible service to the company's expanding interests in that district. Ross Watson, district manager, is in charge.

### Selling Arrangement for Petroleum Products.

The Mexican Petroleum Corporation announces that it has entered into selling arrangements with the Carson Petroleum Co., 208 S. La Salle St., Chicago, Ill., and that company will be in position to fill any selling contracts it may make for high-grade asphalt, road oils, fluxes and kindred products produced at the corporation's United States refineries.

### Sterling Wheelbarrow Office in Boston.

The Sterling Wheelbarrow Co. of Milwaukie announces the opening of an office at Boston, Mass., to handle its foundry line in

the New England States, and that R. F. Jordan will have charge of this territory. The company is about to make a large addition to its plant at Milwaukee, the new building to contain as much floor space as the present building. A noteworthy improvement in the Sterling wheelbarrow is the new 10-spoke wheel.

#### Result of Hewes & Potter Sale.

The recent sale of the two branch plants of Hewes & Potter at 77 Washington St. (north), and 208 Summer St. (rear), Boston, Mass., was exceptionally well attended, and much of the time the bidding was remarkably active, the 971 catalogued and scheduled lots being sold in less than six hours. The total sale approximated \$17,000. The sale did not include the home plant of Hewes & Potter, at 65 Bedford St., Boston. J. E. Conant & Company of Lowell, Mass., were the auctioneers.

#### Northwestern Branch of La Belle Works.

The La Belle Iron Works, Steubenville, O., is opening a sales office at Seattle, Wash., to look after its northwestern trade, this to be under the charge of Lyman T. Banks, who was formerly a sales agent in the Pacific coast department of the United States Steel Products Co. The works expects to resume the manufacture of galvanized sheets in the near future. This branch of the industry was discontinued nearly three and one-half years ago on account of the spelter situation caused by the war.

#### Standardization of Gears.

At a recent meeting of the standardization committee of the American Gear Manufacturers Association at Buffalo, New York, definite steps were taken toward the standardization of gear making, and all committees were urged to seek the co-operation of other organizations interested in the movement to standardize gears. There was a discussion of all phases of the subject. Representatives of more than 20 manufacturers were present, and it is expected that quite an advance will be made by the time of the annual meeting of the association in April.

#### Advertising Department Created.

The William Graver Tank Works, East Chicago, Ind., compelled by its rapid growth during the last five years, has added an advertising department to its extensive organization, with R. T. Huntington as advertising manager. He was formerly with the Miller Rubber Co. of Akron, O., as manager of sales and advertising promotion, and before that was associate director of the research department of the business magazine "System," besides having had several years' editorial experience on newspapers. Graver advertising plans this year will extensively cover its full line of tanks, besides the Bartlett-Graver Type K water softener and Graver filter. The company has greatly increased its manufacturing facilities.

#### In Charge of Atlanta Office.

N. M. Haralson, who has been connected with the Bureau of Aircraft Production for the last 17 months, and since June last, chief of the section of instruments and armament, New York office, has resigned and has taken charge of the Atlanta Branch of the Haralson Sales Co., Inc., headquarters being in Birmingham. He anticipates good business in his new connection for the sale of Midwest-Hill Centrifugal Pumps, Ideal Electrical Apparatus and Standard Electric Time Systems, and Foxboro Recording and Indicating Gauges. He was formerly connected with the engineering and sales departments of the General Electric Co. at New Orleans and again with the Westinghouse Electric & Mfg. Co. at Philadelphia.

#### Advertising Manager Appointed.

B. G. Koether, chairman Motor Equipment Division, United Motors Corp., Detroit, has announced the appointment of Jonathan John Buzzell as advertising manager. Mr. Buzzell is well known as the author of "Letters that Make Good," and "Sales Letter Writing." He was for three years manager of the advertising and service departments of the Union Paper and Twine Co. of Detroit, previous to which he was for four years manager of a publishing and printing concern in Boston. J. L. Harding, formerly advertising manager of the Remy Electric Co., has been appointed assistant advertising manager of the division.

#### About \$1,000,000 in Salary Bonuses.

The H. W. Johns-Manville Company, miners and manufacturers of asbestos and allied products, will distribute to all salaried employes—men and women—who have been in continuous service for the full calendar year, 1918, an extra compensation of 20 per cent. of their salaries paid during the year. It has been the custom of this company for some years to recognize the faithful service of employes in this substantial way, and in view of war conditions, the mark was set at 20 per cent. for 1917 and 1918, higher than before, and it is said the extra compensation for the last year will amount to approximately \$1,000,000.

#### Enlarging Its Activity South.

The Edward R. Ladew Company, manufacturers of leather belting, with factory and general offices at Glen Cove, New York, announces important changes in its Southern organization, made with a view to more active efforts in the South. O. S. Horton has been appointed manager of the Southern branch, with headquarters at Charlotte, N. C., his territory covering all States south of Maryland, West Virginia, Kentucky and Arkansas, westward to Texas. Walter Carr, formerly of the New York office, is assistant branch manager. Several new salesmen have been added to the organization, and a large stock will be carried at Charlotte, to be disposed of through distributors located throughout the territory.

#### Associated General Contractors.

At a recent meeting in Washington of the executive committee of the Associated General Contractors of America it was decided to engage G. W. Buchholz as acting secretary of the association, with the duties of executive manager, and Wm. A. Davis was also employed, with the title of organization manager, to assist the secretary. Mr. Buchholz, who is a graduate civil engineer of Columbia University, has had wide experience in contracting and engineering, and Mr. Davis, recently with the War Labor Board, has successfully organized several industrial associations. Offices of the Associated General Contractors are established in the Conway Bldg., 111 W. Washington St., Chicago, Ill., but the association will have a branch in New York, which will be at 225 Fifth Ave. until May 1.

#### Punches and Shears, Farm Machinery.

The Long & Alstatter Co. of Hamilton, O., announces changes among its officers consequent upon the purchase of its former president's interests by F. P. Long and D. P. Long. W. N. Rumely is now president, F. Pierce Long, vice-president and general manager, while R. E. Clark is treasurer and Lou A. Pfau remains secretary. A large addition was made to the plant last year for the production of its well-known line of punches and shears, but the company will revive its interest in agricultural machinery, produc-

ing it in larger quantities and pushing it with renewed vigor. For this purpose property has been secured in a part of Hamilton somewhat distant from the punch and shear plant, so that ample accommodations are obtained and the work will proceed without interfering with the other line of manufacture. As soon as equipment can be installed production will begin, so that the company will be in line for next season.

### Trade Literature.

#### Ring Pulverizers for Limestone, Coal, Etc.

Two interesting bulletins have been issued by the American Pulverizer Co., 18th and Austin Sts., St. Louis, Mo., one of them being devoted to the ring pulverizers made at this factory, these being especially valuable for grinding limestone for agricultural uses, while the other relates to coal crushers, also of the ring type. Each bulletin is adequately illustrated and contains much valuable information.

### OBITUARY.

#### Joseph Sillman.

Joseph Sillman, president and founder of the Michigan Smelting & Refining Co., who died recently at his home in Detroit, at the age of 48 years, accomplished a remarkable success in developing the manufacture, smelting and refining of non-ferrous metals. He founded the present large business, in a small way, in the year 1900, and controlled it until his death. His conspicuous abilities in this particular line brought him recognition by the Government, and he was a member of the committee on the equitable distribution of non-ferrous metals and the reduction of waste of these materials. He was thus active in the control of the distribution of tin during the time of a serious shortage of that metal. He educated himself as a metallurgist, and constantly studied methods of controlling and using alloys. Mr. Sillman was also vice-president of the Peninsular Brass Works; secretary and treasurer of the Thiers & Kendrick Manufacturing Co., and president of the Valley Smelting Co. of Cleveland, O.

#### George K. Williams.

George K. Williams, senior member of G. K. & E. M. Williams, general building contractors, Ocala, Fla., died on February 9, according to a letter received from there. Mr. Williams was widely known, having executed building contracts in practically every State in the Union, but of late years more particularly in Florida, Georgia, Alabama and Louisiana, his specialty for some time being postoffice buildings, which work required him to visit different parts of the country. Consequently he was well known to all old Government contractors and to the personnel of the Supervising Architect's office at Washington for years.

## Financial News

### New Financial Corporations.

Ala., Collinsville. — Collinsville National Bank applied for charter; capital \$25,000.

Fla., Oldsmar. — Oldsmar State Bank, capital \$15,000, which may be increased, is organized with R. E. Olds, Pres.; John L. Fouts, V. P.; Irving Trask, Cashier; business is expected to begin in about 30 days.

Fla., St. Cloud. — A new bank, capitalized at \$25,000, is being organized by Dr. E. F. H. Pope and others.



Ga., Carrollton.—Georgia Loan Co., capital \$25,000, has applied for charter.

La., Gilbert.—New Gilbert State Bank is reported organized and opened for business.

Mo., Dexter.—First National Bank, capital \$50,000, has applied for charter to succeed the Bank of Dexter.

N. C., Burlington.—First Savings Bank of Burlington is chartered by W. W. Lasley, J. M. Browning, C. V. Sellers and A. L. Davis.

N. C., Burlington.—First Savings Bank is chartered by W. W. Lasley, J. M. Browning, C. V. Sellers and A. L. Davis.

Okla., Pauls Valley.—The Pauls Valley Building & Loan Assn. is being organized with \$200,000 capital.

Okla., Sapulpa.—Sapulpa Building & Loan Assn. inceptd.; capital \$250,000; Prest., J. K. Welck; 1st V.-P., J. A. Boyd; 2d V.-P., H. Honaker; Treas., W. B. Key; Secy.-Mgr., Claude Masters; business to begin March 1.

S. C., Andrews.—A State bank is inceptd. with \$20,000 capital by T. P. Crawford, Jno. Kightworth and Dr. G. F. Batt; business is expected to begin about March 15.

S. C., Greenville.—The Fourth National Bank and the First National Bank are to be consolidated under the name of the latter institution; F. F. Beattie will be Prest.

S. C., Loris.—Farmers' Bank, capital \$10,000, is being organized by Dan W. Hardwick, Charles D. Prince, A. J. Mishoe and O. E. Hickman.

S. C., Mayesville.—Merchants & Planters' Bank, capital \$10,000, organized by G. T. Deschamps, S. M. Rhodes and R. C. Chandler.

S. C., North Charleston.—The Port City Bank is chartered; capital \$12,500; T. S. Wilbur, Prest.; W. Cuttino Wilbur, Cashier; business is to begin immediately.

S. C., Saluda.—Farmers' Bank, capital \$75,000, chartered; G. S. Sample, Prest.; B. B. Hare, V.-P.; Willie N. Padgett, Cash.

Tenn., Waverly.—Citizens' Bank, capital \$50,000, inceptd. by J. E. Tubb, W. B. Riddings, J. D. Lutten and A. P. McMurray.

Tex., Dallas.—American Life Re-Insurance Co. of Dallas, capital \$250,000, surplus \$125,000, inceptd. A. C. Bigger, Prest.; Alex. Camp, V.-P. and Act. Secy.

Tex., Waco.—Farmers' Finance Corp. Inc., capital \$25,000, incorporators: J. H. Thornton, C. C. Waller and S. A. Lovejoy.

Va., Fredericksburg.—Real Estate Loan & Investment Co., inceptd.; capital \$20,000. Alvin T. Embrey, Prest.; F. W. Coleman, V.-P.; Jno. F. Gouldman, Jr., Secy.-Treas.; Elliott E. Brooks, Mgr. Business has begun.

Va., Bedford.—People's National Bank, succeeding the People's Bank, is chartered; capital \$100,000; surplus \$70,000; L. R. Gills, Prest.; W. A. Fitzpatrick, V.-P. and Cashier.

Va., Petersburg.—A new bank is reported being organized with capital of not less than \$100,000 nor more than \$1,000,000 by local business men, chiefly interests identified with the National Bank of Petersburg.

W. Va., Buffalo.—Buffalo Bank, capital \$25,000, inceptd. by B. B. Brown; John Wehrle, George S. Couch, S. T. Richmond and Angus MacDonald, all of Charleston.

W. Va., Charleston.—A new banking institution capitalized at \$200,000 is being organized with H. L. Wehrle, Prest., and Irving A. Cohen, Cashier; business is expected to begin in April.

### New Securities.

Ala., Birmingham.—(City).—City is reported preparing to place on the market \$3,000,000 of municipal improvement bonds. Address The Mayor.

Ala., Union Springs.—(Light, Water, etc.).—City has sold \$10,000 of 5½ per cent. 10-year light, water and fire-department bonds; P. L. Cowan, City Clerk. (Lately noted.)

Ark., Mena.—(Highway).—Polk County plans to issue \$200,000 of bonds for improved highways through Polk County. Address County Court.

Fla., Arcadia.—(Road, Bridge).—McCall Special Road and Bridge Dist. De Soto County on Feb. 15 sold to G. B. Sawyers Co. \$35,000 of 6 per cent bonds.

Fla., Arcadia.—(Road, Bridge).—Moore Haven Special Road and Bridge Dist. No. 8, De Soto County, opened bids Feb. 15 for \$90,000 of 6 per cent. bonds; G. B. Sawyers Co. highest bidder; final consideration of bids postponed until March 4; B. Vance, District Clerk and Auditor.

Fla., Bradentown.—(Drainage).—Oneco and Pearce Saw Grass Drainage Dist., Manatee County, opened bids Feb. 3 for \$32,206.64 and \$100,000 bonds, respectively; the bidders are W. L. Slayton & Co., Edmund Burton Garrison, Sawyer & Co. and the Hanchett Bond Co.; award not yet determined; Wm. M. Taylor is Clerk of the Circuit Court.

Fla., Clearwater.—(School).—Board of Public Instruction of Pinellas County, W. A. Allen, Chmn., and Dixie M. Hollins, Secy., will receive bids until 11 A. M. March 18 for \$16,000 of 6 per cent. \$1000 denomination bonds of Special Tax School Dist. No. 2; dated Feb. 1, 1919.

Fla., Jasper.—(Road, Bridge).—Hamilton County Commrs., M. P. Hunter, Clerk, asks bids until 10 A. M. March 10 for \$400,000 of 5 per cent. 5-29-year road and bridge bonds.

Fla., Kissimmee.—(Lake Improvements).—City votes March 8 on \$97,500 of 5 per cent. 10-19-year \$1000 denomination bonds. J. S. Cadel, Mayor.

Fla., Milton.—(Road).—Santa Rosa County Commrs., W. H. Thompson, Clerk and J. F. Poore, Chmn., ask bids until July 1 for \$80,000 of 6 per cent. 30-year \$500 denomination bonds County Dist. No. 2, dated June 1, 1918.

Fla., Sarasota.—(Light, Water, etc.).—City rejected all bids received Feb. 17 for \$80,000 of electric light and \$45,000 of water, sewer extension and refunding 30-year bonds. New bids are asked until 2 P. M. March 21; Paul Thompson is City Clerk.

Ga., Moultrie.—(Highway).—Colquitt County will call election to vote on bonds. Address County Commrs.

Ky., Bowling Green.—(High School).—Board of Education will apply to the City Council for authority to issue \$60,000 of bonds.

Ky., Ludlow.—(Street).—City on Feb. 13 sold at par and accrued interest to the Farmers and Mechanics' Bank, Ludlow, \$3441.05 of 6 per cent. 10-year \$100 denomination bonds. S. E. Wilson, City Clerk.

Ky., Richmond.—(Streets, Sewers).—City asks bids until 7:30 P. M. March 6 for \$150,000 of 5 per cent. 5-20-year \$500 denomination bonds voted Nov., 1917. L. P. Evans is Mayor and W. E. Blanton, City Clk.

La., Alexandria.—(Road).—Rapides Parish Police Jury will order election to vote on \$500,000 of bonds.

La., Baton Rouge.—(Highway).—State Board of Liquidation is preparing to offer for sale \$700,000 of 5 per cent. bonds for construction of the New Orleans-Hammond Highway.

La., Baton Rouge.—(School).—School Dist. No. 12, East Baton Rouge Parish, voted Feb. 11 to issue \$75,000 of 5 per cent. 1-10-year \$1000 denomination bonds. Date for opening bids not yet decided. W. B. Hatcher, Secy. East Baton Rouge School Board.

La., Eunice.—(Improvement).—Mayor S.

Wyble asks bids until 11 A. M. March 3 for \$50,000 of 5 per cent. improvement bonds.

La., New Orleans.—(Municipal Bldg.).—City will receive bids until noon March 6 for \$600,000 of 5 per cent. Public Belt Railroad bonds maturing 1930 to 1950, inclusive; Martin Behrman is Mayor; Frank H. Joubert is Secy.-Treas. and Gen. Mgr., Public Belt Railroad Commission.

La., Thibodaux.—(School).—Special School Dist. No. 8, Lafourche Parish, will vote March 24 on \$30,000 of 18-year bonds. Address Parish School Board.

La., Mt. Hermon.—(Road).—Washington Parish Police Jury on Feb. 7 sold at par and accrued interest and \$2750 premium to the Hibernia Bank & Trust Co., New Orleans, \$500,000 of 5 per cent. \$1000 denomination bonds, dated Oct. 1, 1918, and maturing 1919 to 1943. Address W. E. Banister.

La., Opelousas.—(Drainage).—Bayou Plaquemine Drainage Dist., Saint Landry Parish, has voted to authorize the police jury to issue and sell bonds to construct and maintain a modern system of drainage in the district. Address Board of Commrs.

Miss., Lexington.—(Highway).—Supra. Dist. No. 5, Holmes County, which constitutes Highway Dist. No. 5, will receive bids until noon March 4 for \$75,000 of not exceeding 6 per cent. 10-40-year \$500 denomination bonds; an issue of \$100,000 of Highway Improvement bonds of Dist. No. 5, was purchased by the Merchants & Farmers' Bank & Trust Co., Lexington.

Miss., Meridian.—(Road).—Road Dist. No. 2, Lauderdale County, sold at \$21,300 and interest to date of delivery, to J. A. and H. E. Pigford, Russell Station, Miss., \$20,000 of bonds; W. R. Pistole, Clerk. (Lately noted.)

Miss., Meadville.—(Road).—Franklin County will soon issue \$200,000 of road bonds. Address County Commrs.

Mo., Boonville.—(Road).—Cooper County has voted \$100,000 of bonds; date for opening bids not decided. Address County Commrs.

Mo., Jefferson City.—(Road).—State of Missouri proposes to issue \$60,000,000 of 4½ per cent. 10-30-year bonds. Address The Governor.

Mo., St. Joseph.—(Road).—Missouri Supreme Court has declared valid \$2,000,000 of Buchanan County bonds voted Jan. 24, 1918.

N. C., Dobson.—(Road).—Surry County is considering the question of issuing \$600,000 of bonds. Address County Commrs.

N. C., Newton.—(Road).—Catawba County Commrs. will apply to Legislature for authority to hold election to vote on \$500,000 bonds.

N. C., Stantonsburg.—(School).—City has voted taxes to float school bonds, amount not to exceed \$25,000. Address The Mayor.

N. C., Taylorsville.—(Road).—Alexander County is reported planning to issue bonds. Address County Commrs.

N. C., Williamson.—(Water, Sewer).—City contemplates issuing bonds. Address The Mayor.

N. C., Wilkesboro.—(Road).—Wilkes County plans to issue \$250,000 of bonds for maintenance of roads. Address County Commrs.

Okla., Idabel.—(Road).—McCurtain County Commrs., D. Flenniken, Secy., on Feb. 15 sold to W. A. Brooks, Oklahoma City, at par and accrued interest, \$50,000 White Township and \$90,000 Frisco Township 6 per cent. bonds maturing 1944.

Okla., McAlester.—(School).—City has sold at par and accrued interest to a St. Louis firm \$250,000 of bonds recently voted. Address The Mayor.

Okla., Oglethorpe.—(Road).—Macon County has no immediate bond issue in contemplation.

according to a letter received by the Manufacturers Record; H. H. Perry is Clk. County Court.

**Okla., Muskogee—(School).**—Muskogee School Dist., Muskogee County, proposes to issue approximately \$100,000 of bonds. Address County Commrs.

**Okla., Muskogee—(Improvement).**—City has voted \$325,000 of bonds. Address County Commrs.

**Okla., Shawnee—(Light, Power).**—City contemplates voting on \$500,000 of bonds for modern light and power plant. Address The Mayor.

**S. C., Aiken—(Highway).**—Bill is to be introduced in the Legislature authorizing Aiken county to vote on bonds to build a highway from Ellerton, S. C., to Augusta. Address County Commrs.

**S. C., Orangeburg—(Drainage).**—Cow Castle Drainage Dist. Commrs., W. H. Patrick, Chrmn., Orangeburg County, will receive bids until noon March 24 at the offices of Wolfe & Berry, Attys., for \$175,000 of 5 or 6 per cent. 25-year bonds; denomination to suit purchaser. *Further particulars will be found in the Proposal Department.*

**S. C., Union—(Highway).**—Highway Commission of Union Township, Union County, on Feb. 20 sold to an Atlanta trust company at par, \$125,000 of 5 per cent. bonds; E. W. Stone, Secy.

**Tenn., Bristol—(School).**—City asks bids Mch. 4 for \$8000 of school and \$13,000 fire department 5 per cent. \$1000 denomination bonds, maturing 20 years and \$1000 annually, respectively. W. K. Carson, Recorder.

**Tenn., Clarksville—(Highway Improvement).**—Montgomery County on Feb. 12 sold to Mercantile Union Trust Co., Jackson, Tenn., at par and accrued interest, less \$525 for expenses, \$50,000 of 5 per cent. 30-year \$500 denomination highway improvement bonds, dated March 1, 1919, and maturing March 1, 1949. Jno. T. Cunningham, County Judge.

**Tenn., Jonesboro—(Road).**—Washington County Highway Commrs. on Feb. 15 sold, at par and accrued interest, to the banks of Washington County \$293,500 of an authorized issue of \$300,000 of 5 per cent. \$500 denomination bonds, maturing from Jan. 1, 1930 to 1946, inclusive; E. J. Baxter is Secy.

**Tenn., Memphis—(General Liability).**—Shelby County will receive bids until 10 A. M. March 25 for \$375,000 of 4½ per cent. 30-year sinking fund general liability bonds. Address Auditorium and Market Building Commission.

**Tenn., Memphis—(General Liability).**—City will receive bids until 2.30 P. M. March 25 for \$375,000 of 4½ or 5 per cent. 15-year General Liability bonds; C. C. Pashby is City Clerk.

**Tenn., Memphis—(School).**—Board of Education is planning to issue \$2,000,000 of bonds.

**Tex., Angleton—(Road).**—Freeport Road Dist., Brazoria County, has sold \$200,000 of bonds voted in 1917. L. Mims, W. A. Randle and W. Joel Bryan, Commrs., Freeport Commissioners.

**Tex., Anahuac—(Road).**—Precinct No. 2, Chambers County, will vote March 22 on \$50,000 of 5 per cent. 30-year bonds; Joe F. Willson, County Judge.

**Tex., Austin—(Road).**—Travis County plans to issue \$1,000,000 of bonds. Address County Commrs.

**Tex., Bastrop—(Road).**—Bastrop County Dist. will vote Mch. 15 as follows: Elgin, \$250,000; McBade, \$35,000; Paige, \$35,000. Address County Commrs.

**Tex., Cameron—(Road).**—Milam County plans to issue \$600,000 of bonds. Address County Commrs.

**Tex., Corpus Christi—(Road).**—Nueces

County plans to issue \$1,500,000 of bonds. Address County Commrs. (Lately noted.)

**Tex., Denton—(Road).**—Denton County plans to issue \$1,500,000 of bonds. Address County Commrs.

**Tex., Dallas—(Road).**—Dallas County Commrs. will probably call special election to vote on \$1,000,000 of bonds.

**Tex., Groesbeck—(Road).**—Limestone County Dist. will vote Mch. 18 as follows: Mexia, \$250,000; Cooleedge, \$65,000; Siloh, \$60,000. Address County Commrs.

**Tex., Giddings—(Road).**—Lee County Commrs. has sold to H. C. Burt & Co., Houston, \$150,000 bonds Road Dist. No. 1.

**Tex., Fredericksburg—(Road).**—Gillespie County plans to issue \$750,000 of bonds. Address County Commrs.

**Tex., Gainesville—(Road).**—Cooke County plans to issue \$1,500,000 of bonds. Address County Commrs. (Lately noted.)

**Tex., Glen Rose—(Road).**—Somerville County plans to issue \$30,000 of bonds. Address County Commrs.

**Tex., Hillsboro—(Road).**—Hubbard Dist., Hill County, will vote on \$250,000 of bonds Road Dist. No. 3. Address County Commrs.

**Tex., Hillsboro—(Road).**—Itasca Dist., Hill County, contemplates issuing \$300,000 of bonds. Address County Commrs.

**Tex., Johnson City—(Road).**—Blanco County plans to issue \$40,000 of bonds. Address County Commrs.

**Tex., Kerrville—(Road).**—Kerr County plans to issue \$500,000 of bonds. Address County Commrs.

**Tex., Linden—(Road).**—Cass County will receive bids at any time for \$30,000 of 5 per cent. 30-year \$1000 denomination bonds Road Dist. No. 2. Address Menry D. Nelson.

**Tex., McKinney—(Road).**—Plano Dist., Collin County, votes March 15 on \$450,000 of bonds; Weston Dist. \$350,000. Address County Commrs.

**Tex., Perry—(School).**—Town has voted \$25,000 of bonds. Address School Board.

**Tex., Refugio—(Road).**—Refugio County plans to issue \$400,000 of bonds. Address County Commrs.

**Tex., Quitman—(Road).**—Wood County plans to issue \$153,000 of bonds. Address County Commrs.

**Tex., Rockwall—(Road).**—Rockwall County has voted \$800,000 of 5½ per cent. 30-year serial \$500 denomination bonds. They have been sold to Kauffman, Smith & Emert Co., St. Louis, at par, accrued interest and blank bonds. Address Judge Wells.

**Tex., Rock Springs—(Road).**—Edwards County plans to issue \$150,000 of bonds. Address County Commrs.

**Tex., San Antonio—(Road).**—Bexar County plans to issue \$500,000 of bonds. Address County Commrs.

**Tex., San Marcos—(Road).**—Hays County plans to issue \$150,000 of bonds. Address County Commrs.

**Tex., Sinton—(Road).**—San Patricio County plans to issue \$225,000 of bonds. Address County Commrs.

**Tex., Stephenville—(Road).**—Road Dist. No. 1, Erath County will receive bids until 2 P. M. March 10 for \$150,000 of 5 per cent. \$1000 denomination bonds, dated Dec. 12, 1918, and maturing 1948, option after 20 years; E. E. Solomon is County Judge.

**Tex., Tyler—(Road).**—Smith County plans to issue \$1,000,000 of bonds. Address County Commrs.

**Tex., Vernon—(Street).**—City rejected all bids received Feb. 15 for \$30,000 of 5 per cent. 40-year \$500 denomination bonds; Harry Mason, Mayor; L. H. Hall, City Secy.

**Tex., Weatherford—(Street).**—City votes April 1 on \$60,000 of 5 per cent. 20-year bonds. Address The Mayor.

**Tex., Wichita Falls—(Road).**—Wichita County plans to issue \$1,500,000 of bonds. Address County Commrs.

**Va., Petersburg—(Water, etc.).**—A letter to the Manufacturers Record denies report that city plans to issue bonds. R. Gilliam is Mayor.

**Va., Portsmouth—(School).**—School Board of Tanners Creek Magisterial Dist. No. 4, H. C. Sherritt, Chrmn., and V. W. Emory, Clerk, will receive bids until noon March 14 for \$80,000 of 5 per cent. 20-year \$1000 denomination bonds.

**Va., Portsmouth—(Road and Bridge).**—Norfolk County will receive bids until 1 P. M. April 15 for \$200,000 of 5 per cent. 20-year \$1000 denomination bonds. Address Board of Supvrs.

**Va., Roanoke—(Streets, etc.).**—City plans to issue bonds for streets and other improvements. Address The Mayor.

**W. Va., Parkersburg—(Improvement).**—City will vote in near future on bonds. Address W. H. Ramp, City Engr.

**W. Va., Wheeling—(School).**—Board of Education of Triadelphia Dist., Ohio County, S. S. Jacob, Jr., Secy., will open bids March 20 for \$50,000 of 6 per cent. 10-year \$1000 denomination bonds, dated Nov. 15, 1918, maturing Nov. 15, 1928.

**W. Va., Wheeling—(School).**—Board of Education of Triadelphia Dist., Ohio County, S. S. Jacob, Jr., Secy., will receive bids until 8 P. M. March 20 for \$20,000 of an authorized issue of \$50,000 of 6 per cent. 10-34-year bonds, dated Nov. 15, 1918; denomination \$1000.

## Financial Notes.

Merchants & Farmers' Bank, Emporia, Va., increased capital from \$25,000 to \$50,000.

Bank of King, at King, N. C., will increase capital to \$10,000.

Alabama Bankers' Association will meet in Montgomery, May 15-17.

Florida Bankers' Association will meet in Jacksonville, April 25-26.

Louisiana Bankers' Association will meet in Shreveport, March 27-28.

Missouri Bankers' Association will meet in St. Louis, May 13-14.

Texas Bankers' Association will meet in Galveston, May 20-22.

Virginia Bankers' Association will meet in Old Point Comfort (probably), June 19-21.

Bank of Swansea, S. C., increased capital from \$30,000 to \$50,000.

Bank of Pelion, S. C., increased capital from \$10,000 to \$25,000.

Exchange Bank of Newberry, S. C., increased capital from \$50,000 to \$100,000.

Farmers' Bank of Nansensmond, Va., increased capital from \$100,000 to \$500,000.

La Rue National Bank, Hodgenville, Ky., increased capital from \$25,000 to \$40,000.

Merchants' Bank of McRae, Ga., plans to increase capital from \$25,000 to \$50,000.

American Trust & Savings Bank of El Paso, Tex., gives notice that it plans to increase capital from \$200,000 to \$300,000.

Southwest National Bank of Commerce, Kansas City, Mo., has changed title to National Bank of Commerce of Kansas City.

Carl R. Gray, formerly a trustee of The Equitable Trust Company of New York, who resigned to become a member of the Railroad Administration, has been re-elected a trustee of that company; Mr. Gray is president of the Western Maryland Railway.

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

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